

4 Acronyms and References

4.1 Acronyms

ADA	Americans with Disabilities Act
CAO	Critical Areas Ordinance
CIP	Capital Improvement Program
CTR	Commuter Trip Reduction
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gas
GMA	Growth Management Act
gpm	Gallons per Minute
HCM	Highway Capacity Manual
KMC	Kirkland Municipal Code
LF	Linear Feet
LOS	Level of Service
MDD	Maximum Daily Demand
MEV	Million Entering Vehicles
mgd	million gallons per day
MPH	Miles per Hour
MVMT	Million Vehicle Miles Traveled
NFIP	National Flood Insurance Program
NWI	National Wetlands Inventory
PSCAA	Puget Sound Clean Air Agency
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
SMP	Shoreline Master Program
SOV	Single Occupancy Vehicle
SR	State Route
TMDL	Total Maximum Daily Load
VMT	Vehicle Miles Traveled
WRIA	Water Resource Inventory Area
WSDOT	Washington State Department of Transportation

4.2 References

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5 Appendices

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A SEPA Scoping



NE 85th St. Station Area Plan and Planned Action Determination of Significance and Request for Comments on Scope of Supplemental EIS

Description of Proposal

The City of Kirkland is proposing to develop a Station Area Plan (SAP) in the area surrounding the future WSDOT/Sound Transit I-405/NE 85th Street Interchange and Inline Bus Rapid Transit (BRT) Station. The BRT station, developed by Sound Transit and WSDOT, has been designed to connect Kirkland to the Link Light Rail at Bellevue and the Lynnwood Transit Center.

The purpose of the SAP is to advance the 2035 Comprehensive Plan vision and support a vibrant, equitable, and sustainable Transit-Oriented Community adjacent to this major regional transit investment and as part of the continued growth expected in Downtown Kirkland and the 85th Corridor. The SAP will look at land use, urban design, open space, transportation, stormwater and utilities, and sustainability in the area approximately one-half mile from the BRT station. The SAP will study mobility and transportation connections within the station area as well as effective last-mile connections, making it easier to walk and bike to the station from the city's neighborhoods and destinations. The SAP will study various types of potential future development supportive of high capacity transit including a mix of jobs, housing, and community uses. The SAP will examine opportunities to maximize the public benefit from potential future development, including affordable housing, open space, desired job types. The SAP is anticipated to include area-specific policies and consider changes to zoning and other regulations, including a form-based code, in support of a Transit-Oriented Community, and will study policies and development incentives to support diverse housing choices for a range of income levels. City intends to adopt a planned action under RCW 43.21C.440 to facilitate future permitting of development consistent with the station area plan.

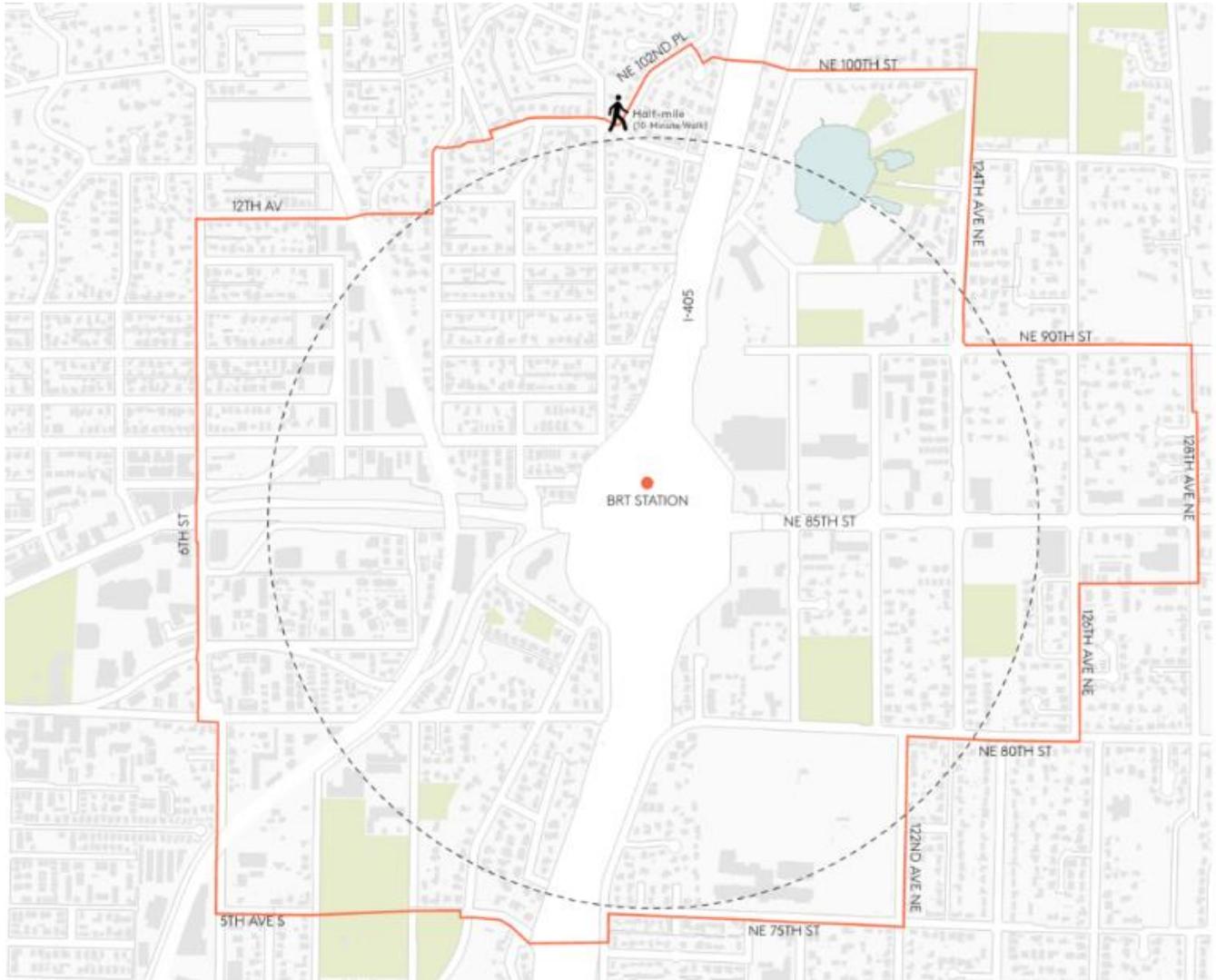
Proponent and Lead Agency

City of Kirkland

Location of Proposal

The study area is approximately a half mile area centered on the future NE 85th Street/I-405 BRT station location. At the maximum extents, the study area is bounded approximately by 12th Avenue and NE 100th Street to the north, 128th Avenue NE to the east, NE 75th and 5th Avenue S to the south, and 6th Street to the west. A map is shown below and available at: www.kirklandwa.gov/stationareaplan.

NE 85th Street Station Area Plan Study Area



EIS Required

The lead agency has determined this proposal is likely to have a significant adverse impact on the environment that needs analysis and consideration of alternatives. An environmental impact statement (EIS) is required under RCW 43.21C.030 (2)(c) and will be prepared. An environmental checklist and other materials indicating likely environmental impacts can be reviewed at the project website: www.kirklandwa.gov/stationareaplan.

The lead agency has identified the following areas for discussion in the Supplemental EIS: air quality/greenhouse gas, surface water/stormwater, transportation, land use patterns and policies, aesthetics, public services (police, fire protection, school, parks), and utilities (sewer and water). The Supplemental EIS will supplement the 2015 Comprehensive Plan Update & Totem Lake Planned Action - Final Environmental Impact Statement issued November 2015. The City will evaluate a No Action Alternative addressing the current Comprehensive Plan and existing zoning regulations for the area. Two other alternatives would be addressed that may vary future land use patterns and growth, and investments in amenities and infrastructure.

Scoping

Agencies, affected tribes, and members of the public are invited to comment on the scope of the Supplemental EIS. You may comment on alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required. Per WAC 197-11-408 and RCW 43.21C.440(3)(b) the City invites the public, agencies, and tribes to a community meeting to discuss the Supplemental EIS scoping and potential planned action. The methods and deadline for giving us your comments are:

Scoping Comment period: May 26 – June 16, 2020

Provide written comments to City Contact below by **5 pm June 16, 2020**. Email comments are preferred.

City Contact:

Allison Zike, AICP, Senior Planner
City of Kirkland | 123 5th Avenue | Kirkland, WA 98033
(425) 587-3259 | azike@kirklandwa.gov

Participate in the Online Community Meeting:

The City will hold an online community meeting on **June 4, 2020 at 6 pm**. The meeting will be an interactive charette where you can share your ideas for the future of the station area. To participate, see: kirklandwa.gov/stationareaplan.

The workshop will be recorded. Materials including the presentation, video, and interactive online open house will be posted to the project website following the community meeting.

Responsible Official

Adam Weinstein, AICP, Planning & Building Director
City of Kirkland | 123 5th Avenue | Kirkland, WA 98033
425-587-3224 | aweinstein@kirklandwa.gov

Date: _____ Signature: _____

Appeal: You may appeal this determination of significance by following the procedures in KMC 24.02.230. Any appeal must be filed in writing with the Responsible Official (see Responsible Official information above) within 7 days after publication of the determination of significance (**by 5:00 pm on June 2, 2020**). The notice of appeal must contain a statement of the matter being appealed, the specific components or aspects that are being appealed, the rationale of the appellant, and a statement demonstrating standing to appeal. Contact the Responsible Official to ask about procedures for SEPA appeals.



NE 85th St. Station Area Plan and Planned Action Supplemental EIS

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of Checklist for Non-project Proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. BACKGROUND

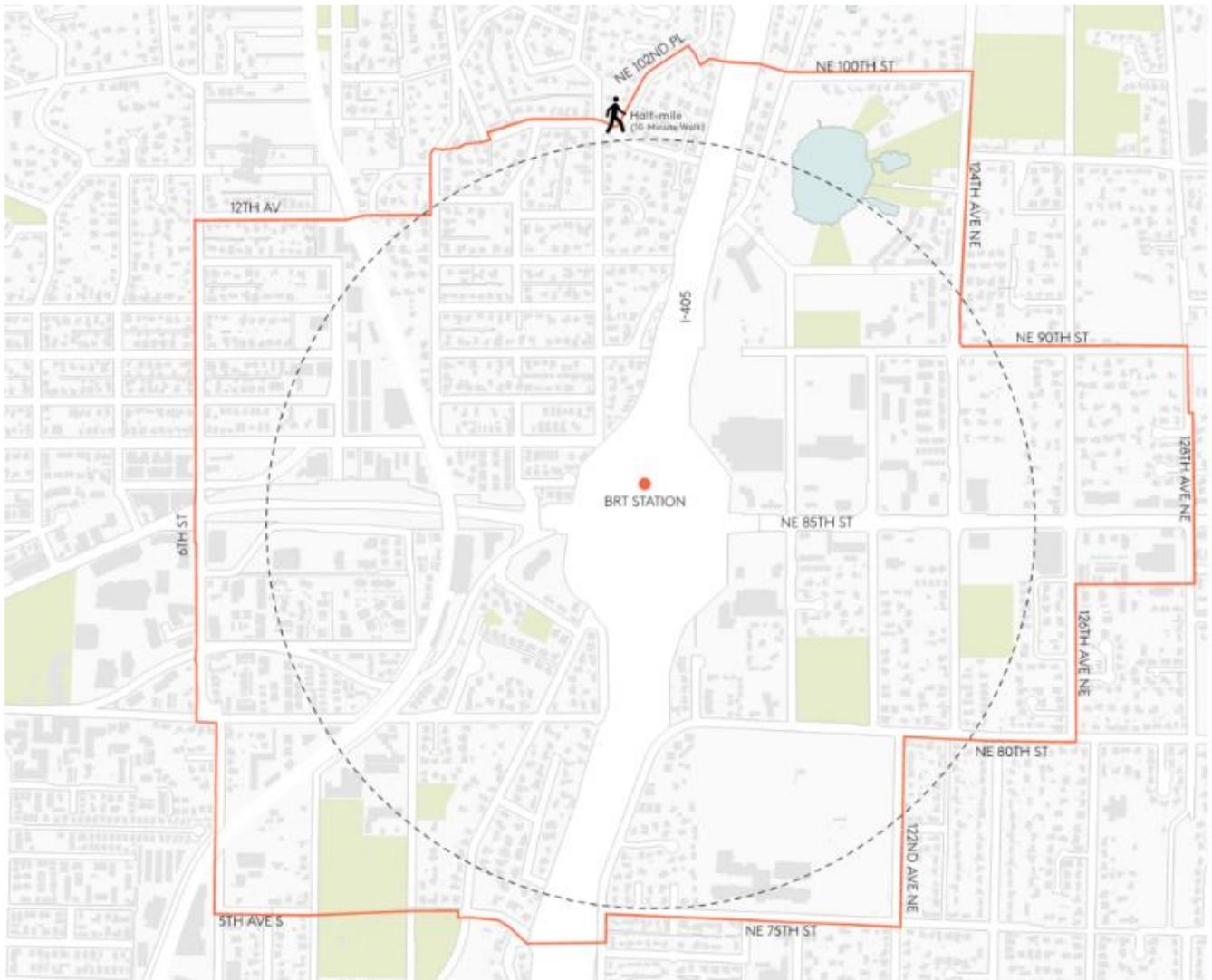
1. Name of proposed project, if applicable:
NE 85th St. Station Area Plan and Planned Action
2. Name of applicant:
City of Kirkland
3. Address and phone number of applicant and contact person:
Allison Zike, AICP, Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, WA 98033
(425) 587-3259
azike@kirklandwa.gov
4. Date checklist prepared:
May 20, 2020
5. Agency requesting checklist:
City of Kirkland
6. Proposed timing or schedule (including phasing, if applicable):
Adoption anticipated Spring 2021.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
The Station Area Plan may be updated periodically with the City's periodic Comprehensive Plan review, annual docketing, or as otherwise deemed appropriate by the City.
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
Kirkland Comprehensive Plan Update & Totem Lake Planned Action - Final Environmental Impact Statement, 2015.
City of Kirkland Critical Areas Regulations Technical Report, January 2016
Kirkland NE 85th St. Station Area Plan, Opportunities and Challenges Report, Wednesday, April 15th, 2020.
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
This is a non-project action, and the proposed actions are legislative in nature. Private permits may be under review within the Station Area.
10. List any government approvals or permits that will be needed for your proposal, if known.
Kirkland Planning Commission recommendations and City Council approval required. State of Washington Department of Commerce 60-day review.
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)
The City of Kirkland is proposing to develop a Station Area Plan (SAP) in the area surrounding the future WSDOT/Sound Transit I-405/NE 85th Street Interchange and Inline Bus Rapid Transit (BRT) Station. The BRT station, developed by Sound Transit and WSDOT, has been designed to connect Kirkland to the Link Light Rail at Bellevue and the Lynnwood Transit Center.
The purpose of the SAP is to advance the 2035 Comprehensive Plan vision and support a vibrant,

equitable, and sustainable Transit-Oriented Community adjacent to this major regional transit investment and as part of the continued growth expected in Downtown Kirkland and the 85th Corridor. The SAP will address land use, urban design, open space, transportation, stormwater and utilities, and sustainability in the area approximately one-half mile from the BRT station. The SAP will study mobility and transportation connections within the station area as well as effective last-mile connections, making it easier to walk and bike to the station from the city's neighborhoods and destinations. The SAP will study various types of potential future development supportive of high capacity transit including a mix of jobs, housing, and community uses. The SAP will examine new opportunities to maximize the public benefit from potential future development, including affordable housing, open space, desired job types. The SAP is anticipated to include area-specific policies and will consider changes to zoning and other regulations, including a form-based code, in support of a Transit-Oriented Community and will study policies and development incentives to support diverse housing choices for a range of income levels. The City intends to adopt a planned action under RCW 43.21C.440 to facilitate future permitting of development consistent with the SAP.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The study area is approximately a half mile area centered on the future NE 85th Street/I-405 BRT station location. At the maximum extents, the study area is bounded approximately by 12th Avenue and NE 100th Street to the north, 128th Avenue NE to the east, NE 7th and 5th Avenue S to the south, and 6th Street to the west. A map is shown below.

Figure 1. NE 85th Street Station Area Plan Study Area



Source: Mithun, 2020

B. ENVIRONMENTAL ELEMENTS

The checklist includes information on subjects that are not proposed for study in the SEIS due to the prior Comprehensive Plan EIS. The checklist provides the SEIS approach to a topic that is proposed to be explored in the SEIS, and does not complete the associated questions.

1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____
- b. What is the steepest slope on the site (approximate percent slope)?
Natural Resource Conservation Service (NRCS) soils maps indicate limited areas (less than 1 acre) of Alderwood Gravelly Sandy Loam at 15-30% slopes in the southwestern portion of the study area. The rest of the study area is covered primarily by Alderwood, Everett, and Indianola complex soils at 5-15% slopes.
- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Soils in the study area primarily consist of sandy and gravelly loams, though the Indianola loamy sand is present in the northwestern and southwestern portions of the study area, as well as Arenas materials on the western edge of the study area. The area surrounding Forbes Lake in the northeastern study area is characterized by Tukwila muck and Snohomish silt loam soils. The study area does not contain any soils classified as agricultural lands of long-term significance.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
The City's Critical Areas maps indicate the presence of moderate to high landslide susceptibility areas throughout the study area.¹
Liquefaction is a phenomenon where saturated or partially saturated soil rapidly loses strength as a result of applied stress, such as an earthquake. Within the study area, lands just east of the I-405 interchange re mapped with high liquefaction potential.
- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.
Not applicable to this non-project action. Future development would be required to prepare appropriate geotechnical and soils studies where required by the International Building Code and the Kirkland Zoning Code. With future development, there would be fill and grade proposals, and limited existing vegetation may be removed. However, all development is subject to City building, grading, and erosion control regulations.
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
See 1.e above.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
The study area is in an urban setting, centered around the intersection of I-405 and NE 85th Street. As such, it contains substantial levels of impervious surfaces in the form of buildings, parking areas, and transportation infrastructure. Existing zoning allows for a mix of commercial and residential uses at a variety of densities.
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
- **City of Kirkland Critical Areas Regulations: Chapter 85 of the Kirkland Municipal Code would apply to all development in the study area. The code establishes regulations for properties containing geologically hazardous areas, including requirements for development permit applications and geotechnical analysis. Under the code, the City has the authority to require site-specific analysis of geological hazard potential and impose conditions on development to mitigate safety risks prior to issuing building permits.**
 - **City of Kirkland Tree Management and Landscaping Regulations: Chapter 95 of the Kirkland Municipal Code would apply to development in the study area and establishes requirements for tree retention and landscaping for new construction.**
 - **Building Code: Kirkland Municipal Code Chapter 21.08 adopts the International Building Code (2015 edition) for new construction, with limited amendments.**

This topic will not be further evaluated in the Supplemental EIS.

2. Air

The SEIS will assess existing air quality conditions in the station area and document the existing local, regional, and federal regulatory framework for protecting air quality, with a focus on greenhouse gas impacts associated with future development under the proposed Station Area Plan, including

¹ City of Kirkland GIS: <https://maps.kirklandwa.gov/Html5Viewer/>.

transportation-related emissions and construction activities. Where potential adverse impacts are identified, the SEIS will propose appropriate mitigation measures.

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.
See 2 above.
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
See 2 above.
- c. Proposed measures to reduce or control emissions or other impacts to air, if any:
See 2 above.

3. Water

There are surface waters in the study area including Forbes Creek and Forbes Lake. For current conditions that will be adapted and included in the SEIS, please see the *Kirkland NE 85th St. Station Area Plan, Opportunities and Challenges Report, Wednesday, April 15th, 2020*. The SEIS will supplement the discussion of natural resources, including surface water and stormwater drainage, included in the 2015 Comprehensive Plan Update EIS. The SEIS will document existing water resources in the station and evaluate potential impacts associated with the plan alternatives. Where future development under the proposed would result in adverse impacts to water resources, the SEIS will identify appropriate mitigation measures.

a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.
See 3 above.
- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.
See 3 above.
- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.
See 3 above.
- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.
See 3 above.
- 5) Does the proposal lie within a 100-year flood plain? If so, note location on the site plan.
See 3 above.
- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.
See 3 above.

b. Ground:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well? Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.
Use of groundwater is not anticipated by new development, which would tie into the municipal

water system. Future development would need to comply with surface water management standards to provide for appropriate stormwater management and low impact development. According to the City of Kirkland Critical Areas Regulations Technical Report, January 2016.²

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Future development is anticipated to include residential, commercial, and light industrial uses per current zoning. The intent of the SAP is to identify a mix of jobs, housing, and community uses. Uses that are not connected to the sewer system, or heavy industrial uses, are not anticipated. Agricultural uses are not expected in the urban area.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

See 3 above. Surface water and stormwater are topics of the Supplemental EIS.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

See 3 above. Surface water and stormwater are topics of the Supplemental EIS. Waste materials are not anticipated to enter groundwater. Wastewater will be addressed through sewer systems. Stormwater requirements will address water quality.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

See 3 above. Surface water and stormwater are topics of the Supplemental EIS.

- d. Proposed measures to reduce or control surface, ground, runoff water, and drainage pattern impacts, if any:

See 3 above. Surface water and stormwater are topics of the Supplemental EIS.

4. Plants

- a. Check the types of vegetation found on the site:

Deciduous tree: Alder, maple, aspen, other

Evergreen tree: Fir, cedar, pine, other

Shrubs

Grass

Pasture

Crop or grain

Orchards, vineyards or other permanent crops.

Wet soil plants: Cattail, buttercup, bullrush, skunk cabbage, other

Water plants: Water lily, eelgrass, milfoil, other

Other types of vegetation

- b. What kind and amount of vegetation will be removed or altered?

Future development under the plan update may remove existing vegetation in the study area which is

² See: <https://www.kirklandwa.gov/Assets/Planning/Planning+Docs/2016+Critical+Areas+Technical+Report.pdf>

largely ornamental. Development would be consistent with development regulations regarding landscape standards, critical areas regulations, and clearing and grading permit conditions.

- c. List threatened and endangered species known to be on or near the site.
No threatened or endangered plant species have been identified in the study area based on a review of the State of Washington Department of Natural Resources Natural Heritage Program and the City of Kirkland Critical Areas Regulations Technical Report, January 2016.³
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
Individual development projects occurring under the Station Area Plan would be required to comply with the City's landscaping standards, tree retention requirements, and critical areas regulations. Additionally the SAP is anticipated to include recommendations for stormwater management and green infrastructure. This topic was evaluated in the 2015 EIS. This topic will not be further evaluated in the Supplemental EIS.
- e. List all noxious weeds and invasive species known to be on or near the site.
The King County Noxious weed program has documented the following noxious weed species in the vicinity of the study area:
- **Absinthe wormwood**
 - **Dalmatian toadflax**
 - **Diffuse knapweed**
 - **Giant hogweed**
 - **Meadow knapweed**
 - **Spotted knapweed**
 - **Sulfur cinquefoil**
 - **Tansy ragwort**

Noxious weed control is subject to the State of Washington noxious weed laws.⁴

5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:
- X Birds: **Hawk, heron, eagle, songbirds**, other:
- X Mammals: **Deer**, bear, elk, beaver, other: **(rabbits, squirrels, opossum, coyote, raccoons, rodents)**
- X Fish: Bass, **salmon, trout**, herring, shellfish, other:
- b. List any threatened and endangered species known to be on or near the site.
As described in the 2015 EIS, and similarly in the City of Kirkland Critical Areas Regulations Technical Report, January 2016, Kirkland's water bodies and natural areas provide habitat for a variety wildlife species, including the following priority species:
- **Great blue heron (State Monitor Species)**
 - **Pleated woodpecker (State Sensitive Species, Federal Species of Concern)**

³ See: <https://www.kirklandwa.gov/Assets/Planning/Planning+Docs/2016+Critical+Areas+Technical+Report.pdf>

⁴ See: <https://www.nwcb.wa.gov/washingtons-noxious-weed-laws>.

- Osprey (State Monitor Species)
- Bald eagle (State Sensitive Species, Federal Species of Concern)
- Purple martin (State Candidate Species)
- Trumpeter swan (Priority Habitat Species)

In addition, anadromous fish occur in Forbes Creek, which runs through a portion of the study area, and resident cutthroat trout have been recorded in Forbes Lake from the mouth in Lake Washington east to I-405.

- c. Is the site part of a migration route? If so, explain.

The Puget Sound region is within the Pacific Flyway migratory bird route.

- d. Proposed measures to preserve or enhance wildlife, if any:

The City's critical areas regulations (Chapter 90 Kirkland Municipal Code) establish protections for streams, wetland, and wildlife habitat areas, including buffers and mitigation requirements. The City has completed Phase 1 of the Forbes Creek - North Rose Hill Stormwater Project, and anticipates adding other projects through the implementation of the Surface Water Master Plan.⁵ Additionally the SAP is anticipated to include recommendations for stormwater management and green infrastructure. This topic was evaluated in the 2015 EIS. This topic will not be further evaluated in the Supplemental EIS.

- e. List any invasive animal species known to be on or near the site.

No invasive animal species are known to be in the study area.

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Future development in the study area will continue to use energy (primarily electricity and natural gas) for heating, cooking, lighting, and business needs (refrigeration, powering machinery, light manufacturing).

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

One of the stated objectives of the SAP is to implement Transit Oriented Development (TOD) design principles in the study area. Implementation of TOD may result in increased density and intensity of development near the new BRT station, which could include increased building heights compared to existing conditions. Such increases in building height could cause increased shading on adjacent properties. Effects of increased building heights will be analyzed and addressed in the SEIS.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The Utilities Element of the Kirkland Comprehensive Plan guides coordination between the City and utility service providers. The Comprehensive Plan contains the following goals and policies related to energy conservation and energy efficiency:

- **Goal U-7: Promote energy infrastructure that is energy-efficient, addresses climate change, and protects the community character.**

- **Policy U-7.1: Encourage the public to conserve energy through public education.**

⁵ See:

https://www.kirklandwa.gov/depart/Public_Works/Utilities/Storm_Surface_Water/About_the_Stormwater_UTILITY/Storm_Surface_Water_Division_Projects/Forbes_Creek_-_North_Rose_Hill_Stormwater_Project.htm.

- **Policy U-7.2:** Participate in regional efforts to increase renewable electricity use 20% beyond 2012 levels Countywide by 2030, phase out coal fire electricity sources by 2025, limit construction of new natural gas-based electricity power plants, and support development of increasing amounts of renewable energy sources.
- **Policy U-7.3:** Work with and encourage Puget Sound Energy to provide clean and renewable energy that meets the needs of existing and future development, and provides sustainable, highly reliable and energy efficient service for Kirkland customers.
- **Policy U-7.4:** Promote the use of small to large scale renewable energy production facilities.

The City has adopted the Washington State Energy Code in KMC Title 21, Chapter 21.37. With applicable regulations, no significant adverse impacts are anticipated. This topic will not be further evaluated in the Supplemental EIS.

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

New development of specific parcels allowed under the SAP will be subject to City zoning for allowable uses and activities, and City codes for handling hazardous materials, as well as State and Federal hazardous materials regulations.

 - 1) Describe any known or possible contamination at the site from present or past uses.

The study area contains 18 properties listed on the register of the Washington State Department of Ecology Toxics Cleanup Program. Eight of these properties are listed as “No Further Action Required”, and another six have begun cleanup activities. The remaining four properties awaiting cleanup consist of an industrial facility, a shopping center with potential gas station petroleum contamination, a WSDOT property adjacent to the I-405 offramp to NE 85th Street, and a City of Kirkland stormwater decant facility.
 - 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

See 7.a.1 above.
 - 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

New development of specific parcels will be subject to City zoning for allowable uses and activities, and City codes for handling hazardous materials as well as State and Federal hazardous materials regulations.
 - 4) Describe special emergency services that might be required.

Increased intensity of land use in the study area that may occur following adoption of the SAP and associated development regulations may increase the overall demand for police and fire services. Public services will be evaluated in the Supplemental EIS.
 - 5) Proposed measures to reduce or control environmental health hazards, if any:

The State Model Toxics Control Act (MTCA) sets standards for cleanup of lower levels of contaminants that are incorporated into new development and redevelopment parcels noted to be potentially contaminated. The City applies relevant standards regarding hazardous materials handling in the International Fire Code, the National Fuel Gas Code, the Liquefied Petroleum Gas Code, and the International Fuel Gas Code. With applicable regulations, no significant adverse impacts are anticipated. This topic will not be further evaluated in the Supplemental EIS.
- b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?
Noise levels in the study are typical for an urban area, primarily associated with vehicular traffic and residential and commercial activities.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

The proposal would increase short-term noise levels during construction activities. However, City regulations limit permissible noise levels between the hours of 8:00 pm and 7:00 am on weekdays and between 6:00 pm and 9:00 am on weekends and holidays. In the long-term, increased density/intensity of development near the BRT station and increased bus traffic associated with transit service could increase the overall level of human activity and vehicular traffic noise.

3) Proposed measures to reduce or control noise impacts, if any:

WSDOT has conducted the I-405 Corridor Program NEPA Review and considered future development to 2030.⁶ The I-405 Corridor program reviewed the number of parcels in proximity to the I-405 including at NE 85th Street and identified locations for noise mitigation.

For the BRT station itself, WSDOT is conducting environmental and conceptual engineering.⁷ Regional transit systems are considered essential public facilities and would not qualify as planned actions as a primary use. (RCW 36.70A.200, RCW 43.21c.440, WAC 197-11-164-172)

For development in the study area that qualifies as planned actions, the following applies:

- **The City regulates noise nuisances under Chapter 115.95 of the Kirkland Municipal Code. Noise related to construction activities is regulated under Chapter 115.25 of the Kirkland Zoning Code.**
- **Pedestrian- and transit- oriented design principles anticipated in the SAP are intended to encourage residents and visitors to use transportation modes other than driving alone, which can moderate the increase in vehicle traffic and associated noise.**

With prior environmental review by WSDOT for I-405, the tiered environmental review of the BRT station, and applicable City regulations for private development, this topic will not be further evaluated in the Supplemental EIS addressing the SAP.

8. Land and shoreline use

The area is urban and within the city limits of Kirkland with a mix of residential and employment uses at varying densities. The area contains streams other critical areas previously described, but not shorelines of the state. There are no lands of long-term significance for agriculture or forestry. For current conditions that will be adapted and included in the SEIS, please see the *Kirkland NE 85th St. Station Area Plan, Opportunities and Challenges Report*, Wednesday, April 15th, 2020.

The SEIS will compare and evaluate the proposed amount, types, scale, and pattern of land uses in comparison to the existing land use pattern of the station area and surrounding areas. The SEIS analysis will evaluate the nature and magnitude of changes envisioned in the Station Area Plan compared with the *Kirkland 2035* comprehensive plan and the existing development code and design standards. The SEIS will

⁶ See: <https://www.wsdot.wa.gov/Projects/I405/corridor/feis.htm>.

⁷ See:

<https://www.kirklandwa.gov/Assets/Boards+and+Commissions/Boards+and+Commissions+PDFs/Transportation+Commission/2019/June/I-405-NE+85th+St+Interchange+Inline+BRT+Station+and+Interchange.pdf>.

also analyze the consistency of the Station Area Plan with the City's adopted comprehensive plan and regional plans and policies.

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.
See 8 above.
- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?
See 8 above.
 - 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:
See 8 above.
- c. Describe any structures on the site.
See 8 above.
- d. Will any structures be demolished? If so, what?
See 8 above.
- e. What is the current zoning classification of the site?
See 8 above.
- f. What is the current comprehensive plan designation of the site?
See 8 above.
- g. If applicable, what is the current shoreline master program designation of the site?
See 8 above.
- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.
See 8 above.
- i. Approximately how many people would reside or work in the completed project?
See 8 above.
- j. Approximately how many people would the completed project displace?
See 8 above.
- k. Proposed measures to avoid or reduce displacement impacts, if any:
See 8 above.
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
See 8 above.
- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:
See 8 above.

9. Housing

As part of the Land Use Patterns and Policies evaluation in the Supplemental EIS, housing capacity and types will be addressed.

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
See 9 above.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
See 9 above.
- c. Proposed measures to reduce or control housing impacts, if any:
See 9 above.

10. Aesthetics

The SEIS will also describe the overall aesthetic character of the station area, including the quality of the urban environment, the design and character of existing buildings, and building height, bulk, and scale. The SEIS will describe existing and proposed building forms in the study area and illustrate differences in building height and massing between the alternatives. The SEIS will also evaluate the potential impacts on community character, views, light and glare, and shading conditions as a result of the proposed changes to building height and form.

- a. What views in the immediate vicinity would be altered or obstructed?
See 10 above.
- b. Proposed measures to reduce or control aesthetic impacts, if any:
See 10 above.

11. Light and glare

See responses to 10 above.

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
See 10 above.
- b. Could light or glare from the finished project be a safety hazard or interfere with views?
See 10 above.
- c. What existing offsite sources of light or glare may affect your proposal?
See 10 above.
- d. Proposed measures to reduce or control light and glare impacts, if any:
See 10 above.

12. Recreation

As part of the discussion of public services, the SEIS will describe existing recreation services and facilities in the station area and evaluate impacts on demand for parks and recreation associated with the alternatives.

- a. What designated and informal recreational opportunities are in the immediate vicinity?
See 12 above.
- b. Would the proposed project displace any existing recreational uses? If so, describe.
See 12 above.
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
See 12 above.

13. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.
The study area includes two historic properties designated by the City of Kirkland and included in Table CC-1 of Historic Buildings within the City of Kirkland Comprehensive Plan (Chapter IV Community Character). The Landry House is a single-family residence in the South Rose Hill neighborhood. The Kirkland Cannery is a commercial/industrial structure in the Norkirk neighborhood.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation. This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

The study area contains the Kirkland Cemetery, established in 1891. Records from the Department of Archaeology and Historic Preservation (DAHP) indicate the property was inventoried in 1977 and 2010, and it “appears to meet the criteria for the National Register of Historic Places.” However the Washington State Historic Preservation Officer (SHPO) has not issued a determination for the property, and the cemetery is not currently a listed register property.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.
- **Review of National Register of Historic Places maps**
 - **Review of Washington Information System for Architectural & Archaeological Records Data (WISAARD)**

Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

The City has an opportunity for persons to designate a historic landmark overlay zone or historic residence at Chapter 75 KMC Historic Landmark Overlay Zone And Historic Residence Designation. Washington State law establishes requirements for the protection and proper excavation of archaeological sites (RCW 27.53, WAC 25-48), human remains (RCW 27.44), and historic cemeteries or graves (RCW 68.60). The Governor’s Executive Order 05-05 requires state agencies to integrate DAHP, the Governor’s Office of Indian Affairs, and concerned tribes into their capital project planning process. This executive order affects any capital construction projects and any land acquisitions for purposes of capital construction not undergoing Section 106 review under the National Historic Preservation Act of 1966.

Under RCW 27.53, DAHP regulates the treatment of archaeological sites on both public and private lands and has the authority to require specific treatment of archaeological resources. All precontact resources or sites are protected, regardless of their significance or eligibility for local, state, or national registers. Historic archaeological resources or sites are protected unless DAHP has made a determination of “not-eligible” for listing on the state and national registers.

As part of the Planned Action, the City could require the following of new development:

- **In areas documented to contain archaeological resources, a site inspection or evaluation by a professional archaeologist in coordination with affected tribes prior to issuance of permits.**
- **Inclusion of inadvertent Human Remains Discovery Language recommended by DAHP as a condition of project approval.**

With applicable regulations and requirements, significant adverse impacts are not anticipated. This topic will not be further evaluated in the Supplemental EIS.

1.4. Transportation

The study area contains streets and the I-405 interchange. Parcels contain buildings and parking. There is no air, rail, or water-based transportation. For current conditions that will be adapted and included in the SEIS, please see the *Kirkland NE 85th St. Station Area Plan, Opportunities and Challenges Report*, Wednesday, April 15th, 2020. The SEIS will document existing transportation conditions within the station area, including automobile and freight traffic, pedestrian, bicycle, safety, and parking conditions. The analysis will also evaluate changes in trip generation and traffic patterns resulting from proposed land use

changes and development in the station area, including changes associated with operation of the new Bus Rapid Transit station, and develop appropriate mitigation measures.

- a. Identify public streets and highways serving the site or affected geographic area, and describe proposed access to the existing street system. Show on site plans, if any.
See 14 above.
- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?
See 14 above.
- c. How many additional parking spaces would the completed project or nonproject proposal have? How many would the project or proposal eliminate?
See 14 above.
- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).
See 14 above.
- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
See 14 above.
- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?
See 14 above.
- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.
See 14 above.
- h. Proposed measures to reduce or control transportation impacts, if any:
See 14 above.

15. Public services

The SEIS will describe the City's existing levels of service for police, fire protection, parks, and schools and evaluate potential for increased demand for services as a result of future development under the proposal, compared to the Kirkland 2035 comprehensive plan. The SEIS will also describe service and facility improvements implemented since the 2015 EIS and future planned improvements in the station area. Where service impacts are identified, the SEIS will describe appropriate mitigation measures.

- a. Would the project result in an increased need for public services (for example: Fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.
See 15 above.
- b. Proposed measures to reduce or control direct impacts on public services, if any.
See 15 above.

16. Utilities

A full range of utilities are present in the study area as it is urbanized. For current conditions that will be adapted and included in the SEIS, please see the Kirkland NE 85th St. Station Area Plan, Opportunities and Challenges Report, Wednesday, April 15th, 2020. The SEIS will describe existing utilities in the station area, including available water and sewer service. The SEIS will evaluate the potential for increased demand for services as a result of future development under the proposal, compared to the Kirkland 2035 comprehensive plan. The SEIS will also describe service and facility improvements implemented since the

2015 EIS and future planned improvements in the station area. Where service impacts are identified, the SEIS will describe appropriate mitigation measures.

- a. Circle utilities currently available at the site: **Electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system**, other.
See 16 above.
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.
See 16 above.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Lisa Grueter and Kevin Gifford, BERK Consulting, Inc.

Date Submitted May 20, 2020

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented.

Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

See Sections B.2, B.3, and B.7.

Proposed measures to avoid or reduce such increases are: **See Sections B.2, B.3, and B.7.**

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

See Sections B.4 and B.5

Proposed measures to protect or conserve plants, animals, fish, or marine life are: **See Sections B.4 and B.5**

3. How would the proposal be likely to deplete energy or natural resources?

See Section B.6

Proposed measures to protect or conserve energy and natural resources are: **See Section B.6**

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, flood plains, or prime farmlands?

See Sections B.8 and B.12

Proposed measures to protect such resources or to avoid or reduce impacts are: **See Sections B.8 and B.12**

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

See Section B.8

Proposed measures to avoid or reduce shoreline and land use impacts are: **See Section B.8**

6. How would the proposal be likely to increase demands on transportation or public services and utilities?
See Section B.14

Proposed measures to reduce or respond to such demand(s) are: **See Section B.14**

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Future development would comply with all applicable federal, state and local laws including environmental regulations.

Summary of Scoping Inputs

This summary provides an overview of public comments received throughout the outreach and engagement period. The scoping comment period was held May 26, 2020 through June 16, 2020.

This is a preliminary summary of scoping comments. Scoping comments will be considered in the preparation of the Supplemental Environmental Impact Statement (SEIS), which may include analysis of the topic in the SEIS or referencing other planning or environmental documents or current development regulations that address the concerns. For a description of SEIS topics and a checklist, please see the project website:

https://www.kirklandwa.gov/depart/planning/Development_Info/projects/Bus_Rapid_Transit_Station_Area_Plan.htm.

Overview of Outreach and Engagement

The project team conducted outreach and engagement through several channels to provide the public and stakeholders with a range of methods of providing input.

Outreach

The City of Kirkland used a variety of channels to inform the public about the scoping period. These included:

- Legal publication in the Seattle Times.
- SEPA notification sent to agencies according to the City's standard procedure.
- Postcards sent to residents and businesses within the study area.
- Posters hung in essential locations within the study area.
- Email messages sent to neighborhood associations within the study area, people on the interested parties list, a list of Kirkland area developers, and large employers in or near the study area.
- Social media messaging.
- A short description in a variety of city communications materials.

Real-time Virtual Workshop

At 6 pm on June 4, 2020, the City hosted a live online workshop. The workshop

included a large presentation to share out information and small group activities to collect input, as shown in Exhibit 1. About 90 people including 13 project team members participated in the workshop. After the workshop was completed, a video of the event was made available for viewing on the City's website.

Exhibit 1. Sample Small Group Activity from Virtual Workshop

QUESTIONS:
Think about Development, Environment, Mobility, Community

what makes your community special? What are **unique characteristics** you would like to **preserve** for future generations?

How do you envision these neighborhoods in 20 years?

Do the preliminary concepts we presented today align with your ideas for Kirkland?

These neighborhoods are poised to become the **gateway to Kirkland** – What types of uses could symbolize what Kirkland means to you?

GENERAL NOTES:

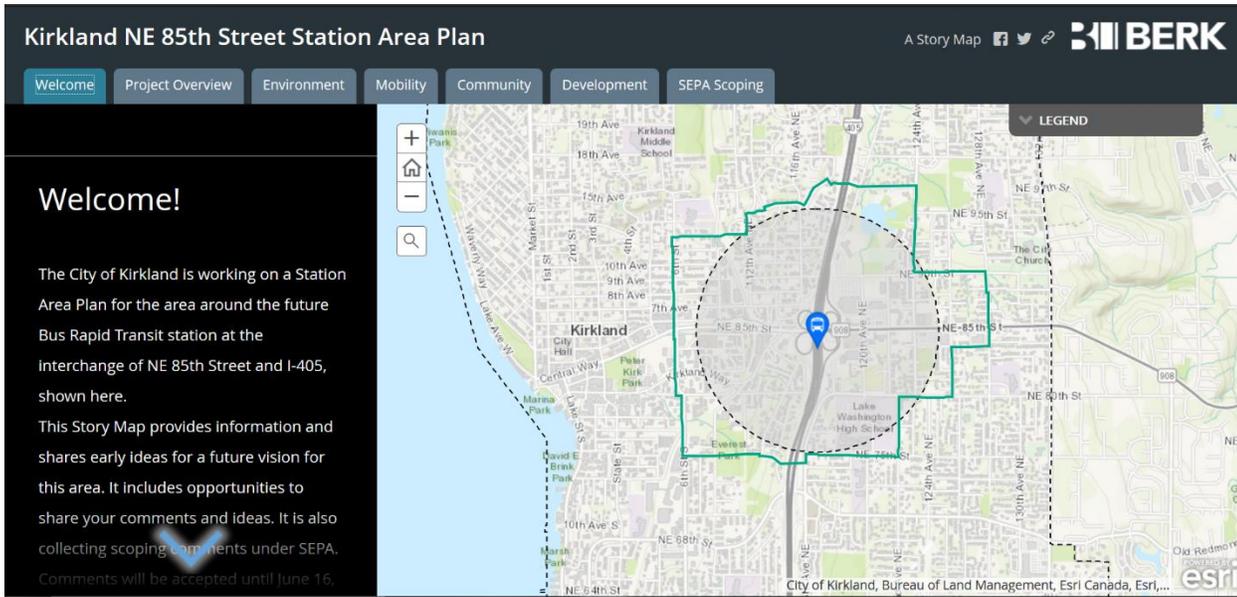
Source: BECCA

Source: BERK, 2020.

Survey and Story Map

An online story map served as an interactive online open house for stakeholders and the public to learn about the SAP on their own time. The survey and story map were available to participants at the conclusion of the virtual workshop on June 4 through June 16. An online survey associated with the story map provided a guided opportunity to provide feedback. The story map webpage received over 800 visits, though that number does not represent unique visitors, and 26 people completed the survey.

Exhibit 2. Online Story Map



Source: BERK, 2020.

Walkshop

The “walkshop” was designed to be a fun, active, and socially-distant activity in which members of the public could take a walk or bike ride through the Station Area, record ideas on a worksheet, then submit the worksheet to the City. The City did not receive any completed walkshop worksheets by the end of the comment period. However, the walkshop will be used to collect information on the study area through the end of summer 2020.

Written Comment

Stakeholders and members of the public submitted written comments. The City received a total of 32 written comments from individuals, corporations, small businesses, one tribe, and one State agency. Exhibit 3 shows a full list of commenters.

Exhibit 3. Individuals and entities that submitted written comments

Committer Affiliation	Committer	Date Received
Costco	Therese Garcia	June 15, 2020
Google	Jim Isaf	June 16, 2020
Lee Johnson Automotive Group	Jack McCullough	June 16, 2020
Muckleshoot Tribe	Karen Walter	June 16, 2020

Commenter Affiliation	Commenter	Date Received
WSDOT	Barrett Hanson	June 16, 2020
Individual	Adam Skagen	June 11, 2020
Individual	Andy Liu	June 1, 2020
Individual	Betty Graham	May 27, 2020
Individual	Bob Keller	June 3, 2020
Individual	Christine Hassett	June 5, 2020
Individual	Daniel Gabel	May 22, 2020
Individual	Daphna Robon	June 2, 2020
Individual	Debbie Ohman	June 4, 2020
Individual	Don and Jane Volta	June 16, 2020
Individual	Duane Burrow	May 29, 2020
Individual	Edward Wang	June 10, 2020
Individual	Jackson Weaver	June 8, 2020
Individual	James Chen	June 13, 2020
Individual	Jeff Roberts	June 1, 2020
Individual	Joah Lindell Olsen	May 23, 2020
Individual	Karen Story	May 26, 2020
Individual	Laila Saliba	May 24, 2020
Individual	Mark Heggnes	June 15, 2020
Individual	Mark Plesko	June 16, 2020
Individual	Matthew Gregory	June 16, 2020
Individual	Matthew Sachs	May 25, 2020
Individual	Maureen Hughes	May 29, 2020
Individual	Ryan McKinney	June 12, 2020
Individual	Sarah L Richards	June 16, 2020

Source: BERK, 2020.

Thematic Summary of Comments

Quality of Life and Sustainability

- **Mitigate noise pollution**, including construction noise and road noise. Conduct construction during daytime only or provide funding to help residents construct fences. Mitigate road noise in the Highlands by constructing a taller sound wall.
 - › Survey respondents often indicated that their top environmental objective for the SAP is reducing noise pollution for near I-405, with nearly three in four respondents including this objective in their top three priorities.
 - › About two-thirds of survey respondents expressed excitement for landscaping and noise walls to isolate neighborhoods from noise and pollution of I-405.
- Identify and encourage use of **clean energy** such as solar power in development and transportation.
- Address **traffic congestion** at the interchange to reduce emissions.
- When asked to select their top three objectives for the SAP to accomplish, nearly half of survey respondents prioritized **improving the sustainability and health of the neighborhood**.

COVID-19 Pandemic

- Consider the **impact of the pandemic on local revenues** in determining project budget.
- Consider how the pandemic and future work-from-home patterns may impact the future need for **public transit**.
- Focus on **outdoor dining or food truck areas**.

Survey respondents were most likely to select the creation of more open space as the top opportunity for the SAP to support community wellness and resilience in the face of a public health crisis. See Equity

- Kirkland should become a leader in **anti-racist urban planning**. Every choice should be actively anti-racist and address systemic racism.
- The plan should **prioritize the needs of BIPOC** (Black, Indigenous, and People of Color) and low-income residents and workers to build an anti-racist community where BIPOC will want to live and work because they are seen, heard, honored, and safe.
- The SAP should support **people who do not own cars**. Designing for cars is at odds with making the area for everyone.
- Incorporate low-income housing. For more discussion of this topic, see Land

Use Patterns and Policies: Housing Affordability.

- Prioritize **accessibility** for seniors and people with disabilities.
- Land Use Patterns and Policies: Public spaces for further discussion of open space.
- Over half of respondents see the SAP as an opportunity to support community resilience by increasing flexible use of sidewalks, streets, and commercial space to support local or small businesses; improving air quality to reduce potential of respiratory health concerns; and creating wider sidewalks.

Equity

- Kirkland should become a leader in **anti-racist urban planning**. Every choice should be actively anti-racist and address systemic racism.
- The plan should **prioritize the needs of BIPOC** (Black, Indigenous, and People of Color) and low-income residents and workers to build an anti-racist community where BIPOC will want to live and work because they are seen, heard, honored, and safe.
- The SAP should support **people who do not own cars**. Designing for cars is at odds with making the area for everyone.
- Incorporate low-income housing. For more discussion of this topic, see Land Use Patterns and Policies: Housing Affordability.
- Prioritize **accessibility** for seniors and people with disabilities.

Land Use Patterns and Policies

City Character

- **Balance change and increased density with maintaining character.** Maintain Kirkland's small-town charm and single-family neighborhood feel.
 - › Comment in support of **maintaining character**: "I am deeply concerned about our quiet, family oriented neighborhood being labeled "infill" and seemingly being targeted as being developed into a more city-like landscape. Our area is still very much a safe, quiet, wooded beautiful area full of residents able to go on a quiet walk away from the noise and dangers of a heavily trafficked city-like area. I do not want to see our beautiful corner of Kirkland be destroyed to make way for a bus station."
 - › Comment in support of **development**: "Think bigger. 85th is a huge area that is ripe for redevelopment. It should be huge – think on the order of a downtown. The vision should be a continuous interesting area connecting downtown Kirkland to downtown Redmond, not isolated pockets."
- Ensure compatibility with other planning efforts such as the Highlands

Neighborhood Plan revisions and the 100-year growth target for development.

- Create **visual continuity with downtown Kirkland**.
- When asked to select their top three objectives for the SAP to accomplish, over half of survey respondents prioritized **minimizing impacts on existing neighborhoods**, making this option respondents' second-top priority after 'Make the area more safe, walkable and pleasant'.

Housing Affordability

- Study **expansion of the Multi-Family Tax Exemption program** as an incentive to encourage construction of affordable housing in the Station Area.
- Modify **zoning** to improve housing affordability.
- Develop the east and west sides of I-405 **equitably** and ensure that the development provides services, spaces, and housing for all populations.
- Nearly two in three survey respondents identified affordable housing as an opportunity for how the SAP can support a more inclusive community.

Public spaces

- Incorporate **more greenery and more parks**. Include native plants in landscaping. Increase access to existing parks like Forbes Lake.
 - › About two-thirds of survey respondents expressed excitement for "green streets" enhanced with trees and plantings.
- Create **shade** options, preferably by trees.
- Consider incorporating **plaza spaces** instead of parks.
- **Incentivize open space and greenery** for developers.
- Open space provisions should not compromise **Transit-Oriented Development densities**.
- Incorporate murals and public art to create community identity.
- When asked to select their top three objectives for the SAP to accomplish, survey respondents overwhelmingly prioritized making the area more **walkable, safe and pleasant**, with 81% of respondents prioritizing this objective.

Uses

- Study densities and building forms that **encourage additional office development** in the core of the Station Area, including taller heights, large floorplate buildings, and single-use office buildings on large sites. This will support the City's goals for job creation in the future Downtown Kirkland urban center.

- Be permissive rather than restrictive and **allow the broadest range of compatible uses** within the Station Area.
- On the ground floor of pedestrian-supporting streets, encourage retail uses or other activating uses such as customer-service office uses, meeting rooms, events spaces and bicycle and health facilities.
- **Do not require a minimum amount of retail space** in development sites. Retail should be allowed to develop incrementally over time in response to market forces. Over-proliferation of retail could hurt existing legacy businesses.
- **Identify and estimate growth thresholds for Costco** to evaluate how the property could develop over time.
- Protect the **Norkirk Light Industrial Technology Zone**.
- Ensure robust engagement and consideration of neighbors in the Rose Hill area.
- Overhaul the land uses to **incorporate more housing** and business.
- Survey respondents' top area of concern with the SAP is incremental residential infill west of I-405, with slightly under half of respondents expressing concern with this concept.

Zones and building heights

- Maintain **visibility of the sky** by reserving taller buildings for wider streets. Maintain Kirkland's views of nearby lakes, natural spaces, and mountains.
- Allow taller buildings in the Station Area to achieve **Transit-Oriented Development goals** and the City's vision for a Kirkland Downtown Urban Center that will encompass Rose Hill. Study at least one alternative that allows heights up to 270' in the office /mixed-use core of the Station Area and heights up to 180' for the residential / mixed-use areas along NE 85th St. Moving outward from the core, study lower height limits that provide an adequate transition to lower intensity land uses.
- **Up-zone the station area** and require developers to build at the zoning density.
- On large sites, rather than prescribing set height limits, **allow a range of heights** within an overall average height limit to account for topography and provide transitions to adjacent sites and uses. Heights should match heights allowed for buildings with different construction types in the building code, including mass timber buildings allowed in the 2019 Washington State Building Code update.
- Increase housing density near the transit center. Increased density and height instead of sprawl helps **reverse climate change**. New development should provide environmental mitigation. The City could incentivize net-zero buildings.

- Ensure potential up-zoning does not disproportionately impact local property owners by **grandfathering property tax rates** unless the property were redeveloped.

Natural environment

- Maintain and enhance the existing **tree canopy, wetlands, and sensitive environments**. Support native plants.
- Consider and mitigate **impacts to wildlife** in the infill area. If existing trees in the greenbelt are removed, how will local bird habitat be transitioned?
- Clarify the meaning of the **Ecological Improvement Opportunity** within the middle of the NE 85th Street interchange and coordinate with WSDOT.

Public Services

- Increased development and additional people could pose safety issues. **Incorporate safety measures** such as adequate lighting, safe crossing infrastructure, and adequate police and fire services. Design streetscape to ensure line-of-sight for pedestrian sense of safety and avoid nooks.
 - › Protect cyclists and pedestrians from **dense vegetation** that creates a sense of insecurity.
- Bring **schools** into the station area to accommodate population growth. Provide support for schools.
- Incorporate **libraries**.

Surface Water and Stormwater

- Entire study area is within the Muckleshoot Indian Tribe's Usual and Accustomed Fishing Areas. **Consult with the Muckleshoot Tribe** to address alternative approaches to stormwater management. Address fish access and habitat. Review piping of stream network in Moss Bay and Forbes Creek Basins. See comment letter for further detail.
- **Protect adult and juvenile salmon**. Increase instream habitat and complexity to offset velocity increases. Use enhanced stormwater treatment methods to remove metals and oils and reduce salmon exposures. Assess modifications to culverts and pipes based on their ability to pass adult and juvenile salmon. Work with private landowners to improve fish passage.
- **Reconsider the location of the “Blue Street” concept** on 120th Avenue NE, the principal transportation connector for the most intensive development sector under the Plan. The Blue Street may reduce the function and adequacy of the street to serve adjoining properties. Complete a cost / benefit analysis of the Blue Street concept for stormwater detention and overall ecological function versus other low impact development techniques. Other strategies

may be more effective at a lesser cost.

- Incentivize incorporation of **green building strategies** like LEED, Salmon Safe, and others.
- **Daylight stream courses** in the study area to enhance the natural features of the area.

Transportation

Cars, Trucks, and Congestion

- Evaluate the impact on traffic volumes and congestion in the area from the planned action and any associated proposed **mitigation measures**.
- Ensure **buses do not impede traffic flow** on NE 85th St.
- There are concerns about the impacts of a “Kiss and Ride” area on **neighborhood traffic**, including speeding and noise.
- **Trucks and delivery vehicles** need to be able to easily access businesses and residences in the station area.
- **Deemphasize single-occupancy vehicles** on neighborhood streets.
- The lack of public transit to the station may result in an increased concentration of **rideshare drivers** as “last-mile” options that will increase congestion.

Parking

- Study **“right size” parking requirements** in the Station Area and reduce parking ratios to account for transit availability.
- Discourage spillover parking in Station Area residential neighborhoods by creating **zoned or time-limited parking**. Ensure neighborhoods have input to parking zoning boundary lines.
- Consider a **Park and Ride** to support current transportation needs and uses.
 - › Representative comment in **support**: “I think it will be crucially important for there to be a sizeable park & ride (e.g. similar in capacity to the one at NE 70th) near the new BRT station. As much as we hope that new connections will reduce the need for cars, I think a lot of people will still need to rely on a car to get to the BRT station. The current plan does not appear to have enough parking to support the station and expected new businesses. (As a side note, parking is currently inadequate in downtown Kirkland which I think is limiting the potential of downtown businesses.)”
 - › Representative comment in **opposition**: “It’s important to me that this facility NOT have a giant parking lot. That just means a giant flush of single-occupancy vehicles in/out at commute times. We need good

- › Consider **safety improvements** like lighting, marked crossings, and barriers and incorporate **bike lockers** at the BRT.
- › Identify one or more connections to safely move pedestrians **east-west across I-405**. Add signage to notify pedestrians of crossings. Consider alternates to overhead bridges which have a challenging grade and are loud.
- › Just over half of survey respondents expressed excitement for new or improved biking routes in the area.
- When asked about opportunities for the SAP to ease travel to and through the station area, survey respondents most frequently selected pedestrian and cyclist opportunities: about three-quarters of respondents want easier and safer crossings for walking and biking; the same proportion want improved streetscapes such as street trees, shade, and wider sidewalks, and nearly two-thirds want more continuous sidewalks.
- Support a **walkable grade** by incorporating an elevator, gondola, or funicular.
- The area should be walkable with **local amenities** on a **pedestrian scale**. Increase **sanitation** to remove litter and graffiti.
- Development of larger sites adjoining I-405 should not be burdened with a street grid that lacks connections but should instead be allowed to develop pursuant to a **master plan** that better achieves the goals of accessibility and pedestrianism for those unique sites.
- The following specific locations could benefit from pedestrian and bicycle infrastructure improvements:
 - › Identify workarounds for the **challenging grade of NE 87th St**.
 - › Add **protected bike lanes** and enforce speed limits on NE 85th St to make it safer and more welcoming to pedestrians and cyclists.
 - › Connect the station with the **bridge over I-405 to Rose Hill** to promote public transportation use to a larger community and connect to **Lake Washington High School**.
 - › Retain and improve the **bike trail from the Kirkland Way Park and Ride** to the NE 80th Street overpass to support road cyclists who do not use the Cross Kirkland Corridor.
 - › Maintain and enhance **Kirkland Way as a cycling route** with a gradual grade between Downtown Kirkland and the future station.
 - › **Coordinate with WSDOT** if the proposed bicycle/pedestrian crossing of I-405 at NE 90th St is included in the alternatives.
 - › Include the three **unfunded non-motorized connections** within the NE, SE, and SW quadrants analyzed as part of the I-405/NE 85th Street Project.

- › Redevelop the area near intersection of NE 87th St and the Cross Kirkland Corridor into a **pedestrian/bike destination**.
- › Create a **direct route from the station to the Highlands neighborhood** without a detour to 114th Ave NE. Create a pedestrian shortcut from the south end of 116th Ave NE to Highlands.
- › Install a **bike runnel** on the short flight of stairs west of the Cross Kirkland Corridor on the south side of NE 85th St at the entrance to Kirkwood to connect the trail with downtown and the station.
- › **Infill sidewalk** on the east side of Kirkland Way, just north of Railroad Ave.

Transit Connections

- **Shuttles** or free ride-share services could help connect pedestrians to the station and prevent the need to construct additional parking. Some commenters suggested that the City should permit large employers to provide private shuttles.
 - › Consider individual **autonomous vehicles** or autonomous vehicle shuttles within the next decade.
 - › Just over half of survey respondents expressed excitement for a shuttle bus to connect the station to downtown Kirkland and major employment areas.
- The **Highlands** neighborhood needs additional transit.
- One commenter requested clarification about the **Discounted Fare Zone** within the interchange area and whether it would impact traffic in this area.
- The Station Area Plan should support **connectivity** to other cities or employment centers.
- Over four in five survey respondents identified transportation options as an opportunity for how the SAP can support a more inclusive community.
- Over half of survey respondents identified improved transit connections as an opportunity for the SAP to ease travel to and through the station area.

Questions

- Will existing homes be demolished to make way for new traffic lanes?
- Have you considered the negative impact on noise and traffic on people who live in the immediate area, and what – if any – steps do you plan to take to reduce increased noise and traffic?
- What is the meaning and implications of "Excess WSDOT ROW"? What are the implications of the development opportunities for the SW corner of the Highlands ?

- What are the implications of "Infill" and the expected extent of "Infill" in the Highlands area?
- How does the Kingsgate TOD model relate to the Station Area Plan?

1.1 Survey Summary

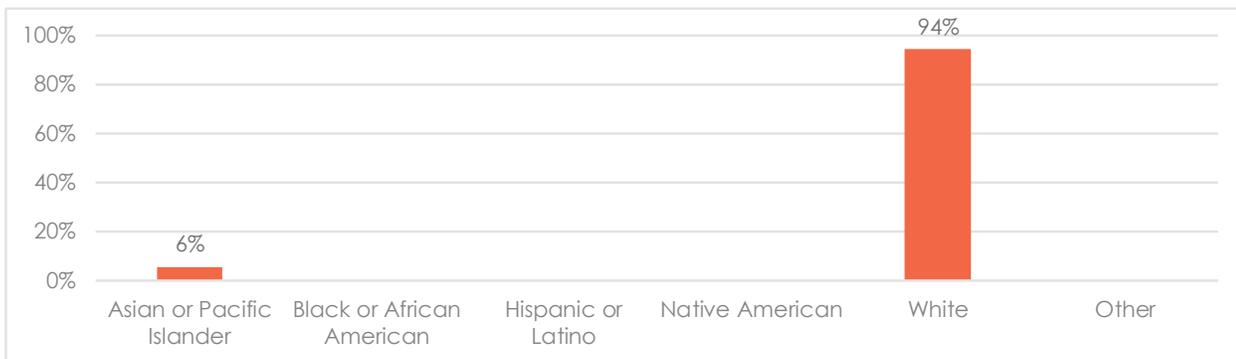
Below is a summary of responses to the survey associated with the storymap and online open house. Free-response comments and survey findings have been integrated into the overall comments summary above where possible, though we also include select open-ended responses below.

1.1.1 Demographics of survey respondents

The following exhibits show basic demographic information about the survey respondents.

As shown in Exhibit 5, nearly all the survey respondents identified as White.

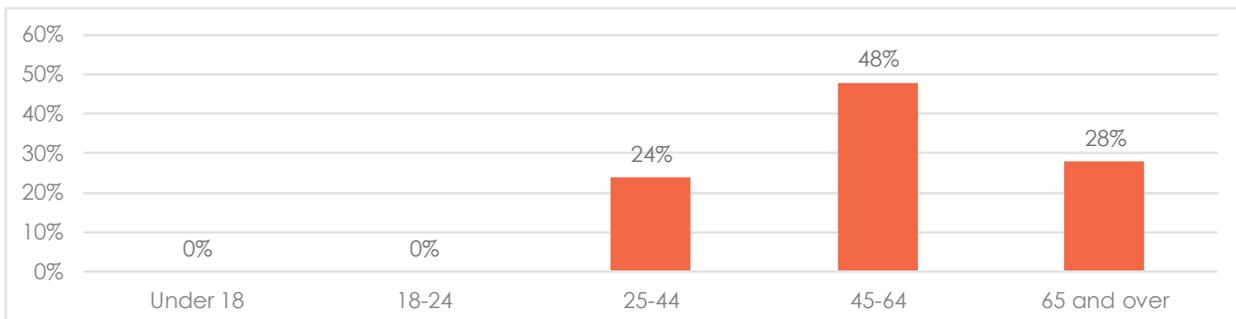
Exhibit 5. Survey Responses to the Question “What is your racial or ethnic identity?”



Source: BERK, 2020.

Exhibit 6 shows that survey respondents were most likely to be between the ages of 45 and 64, with an equal proportion older or younger than this range. No young adults (ages 18-24) or youth responded.

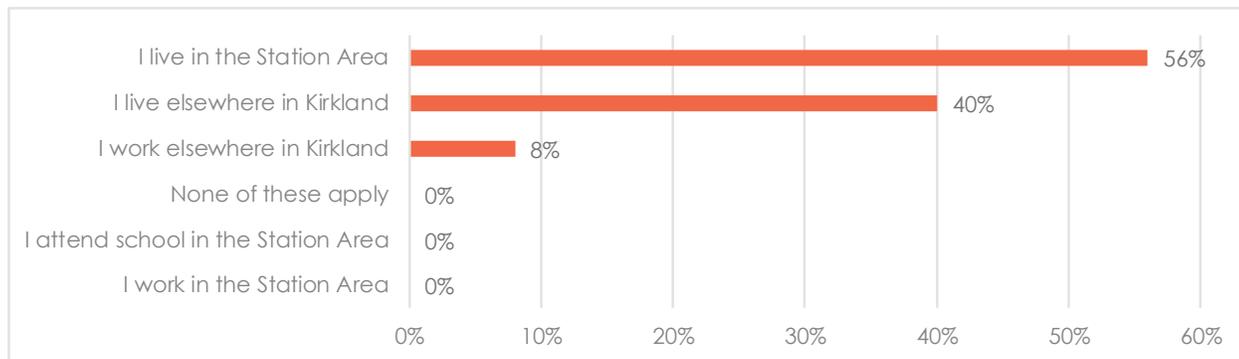
Exhibit 6. Survey Responses to the Question “What is your age?”



Source: BERK, 2020.

Exhibit 7 shows that almost all respondents are Kirkland residents and over half live in the Station Area.

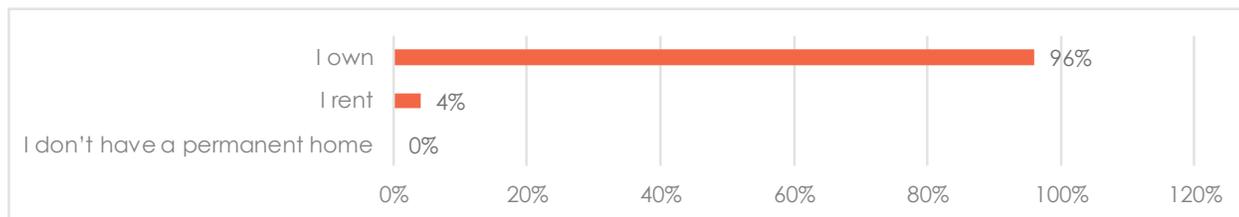
Exhibit 7. Survey Responses to the Question “What is your relationship to the Station Area Plan? Please choose all that apply.”



Source: BERK, 2020.

Most survey respondents are homeowners, not renters, as Exhibit 8 illustrates.

Exhibit 8. Survey Responses to the Question “Do you own or rent your home?”



Source: BERK, 2020.

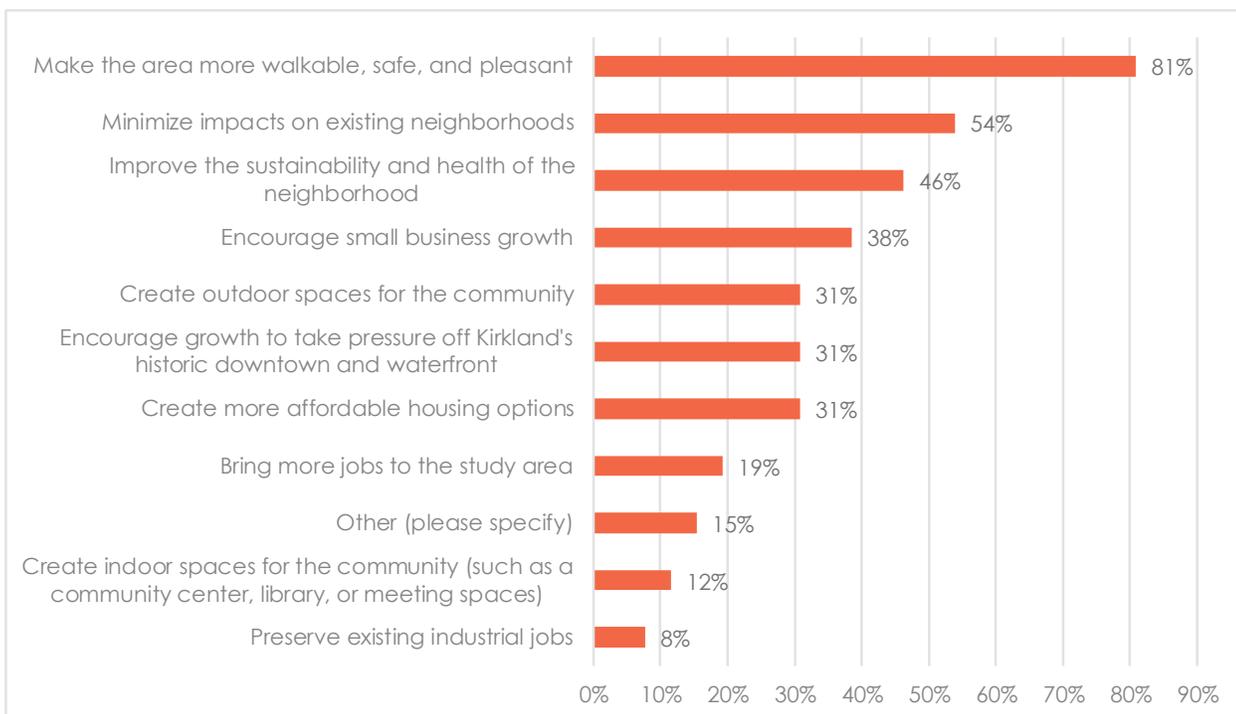
1.1.2 Objectives and Priorities

The following section and exhibits discuss survey respondents' top priorities for the SAP. Beyond the exhibits shown below, the survey also asked respondents the following entirely open-ended questions, for which there are no exhibits but for which the responses have been integrated into the overall comment summary:

- “What type of social and environmental impacts should the City look at as it develops this plan?”
- “Are there any ideas that should be included in this plan's alternatives? Consider options for housing, land use, mobility, environment, or community.”

Exhibit 9 shows respondents' top priorities for the SAP to accomplish. Respondents indicate that their top priority is for the SAP to be a walkable, safe, and pleasant area, with over four in five respondents including this objective in their top three priorities.

Exhibit 9. Survey Responses to the Question “Which objectives are most important for the plan to accomplish? Please select your top 3 choices.”



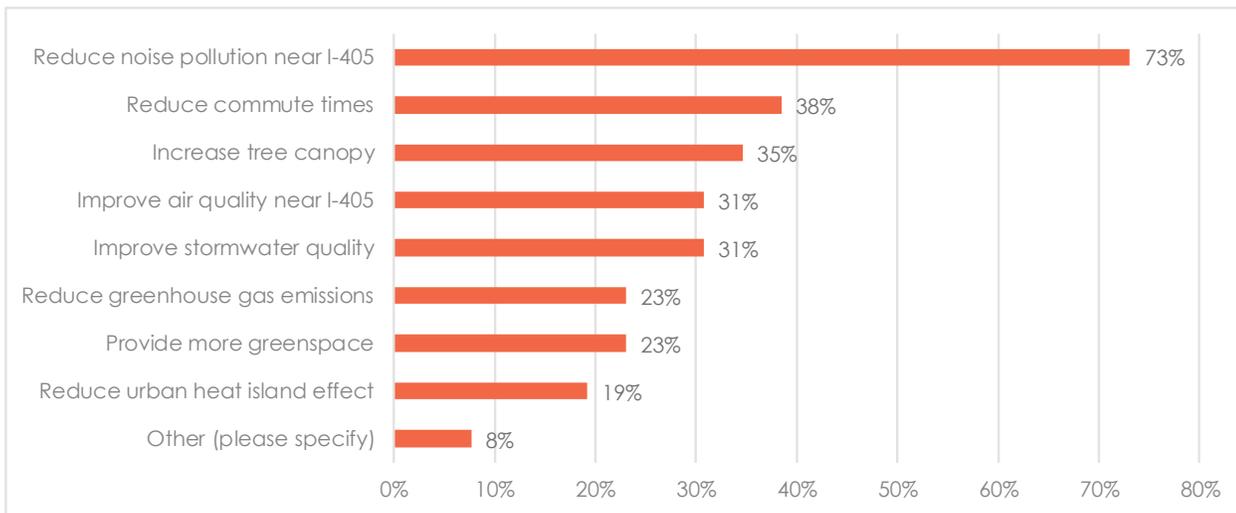
Source: BERK, 2020.

Selected Other Responses:

- This area can achieve the 100-year growth target for development.

Survey respondents overwhelmingly indicated that their top environmental objective for the SAP is reducing noise pollution for near I-405, as Exhibit 10 reveals. Nearly 73% of respondents included this objective in their top three priorities, almost twice the number of respondents who selected the next top priority.

Exhibit 10. Survey Responses to the Question “What sustainability or environmental goals should this plan tackle? Please select your top 3 choices.”



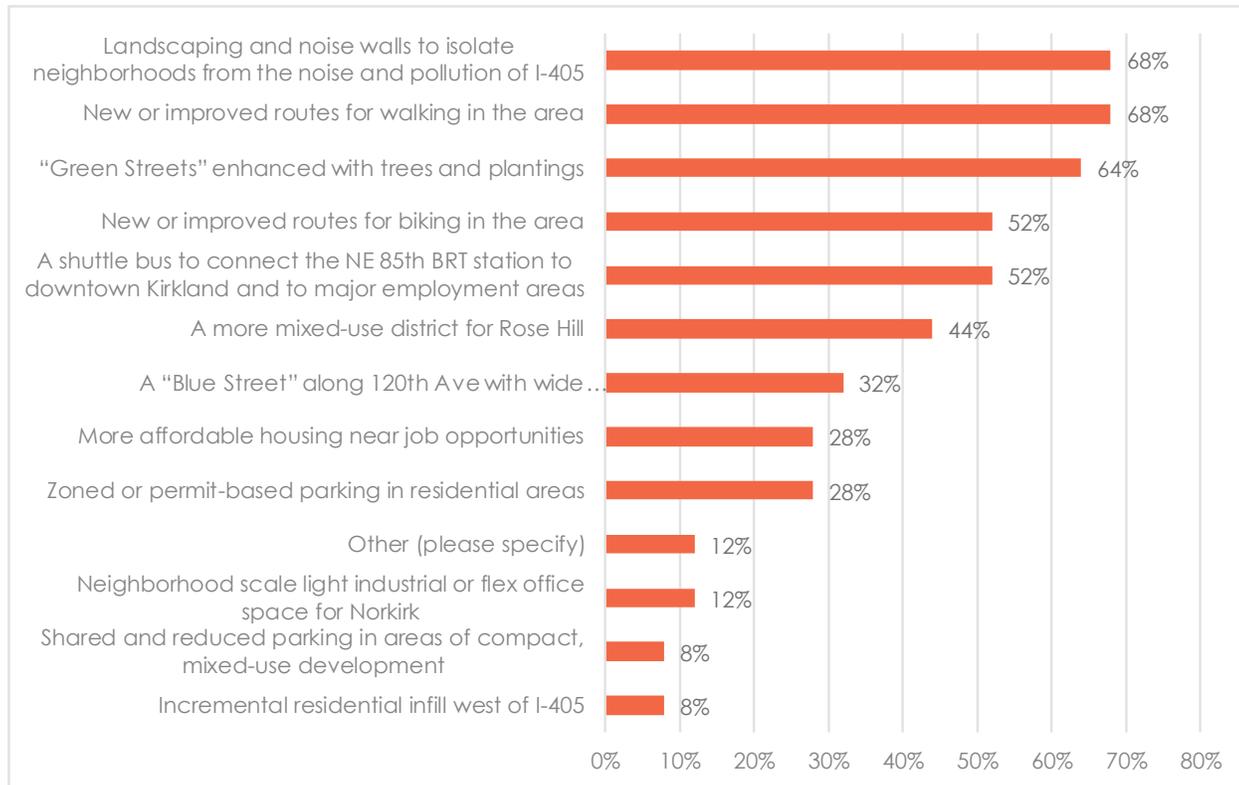
Source: BERK, 2020.

Selected Other Responses

- Reduce the impact of urban development.
- Address traffic congestions at the 405/85th St interchange.

As Exhibit 11 shows, approximately two-thirds of respondents expressed excitement for each of the following three potential concepts for the Station Area: landscaping and noise walls to isolate neighborhoods from noise and pollution of I-405; new or improved walking routes in the area; and “green streets” enhanced with trees and plantings. Just over half of survey respondents expressed excitement for new or improved biking routes in the area and for a shuttle bus to connect the station to downtown Kirkland and major employment areas.

Exhibit 11. Survey Responses to the Question “Which of the concepts presented for this area are you most excited about? Please choose all that apply.”



Source: BERK, 2020.

Selected Other Responses:

- Fewer cars.

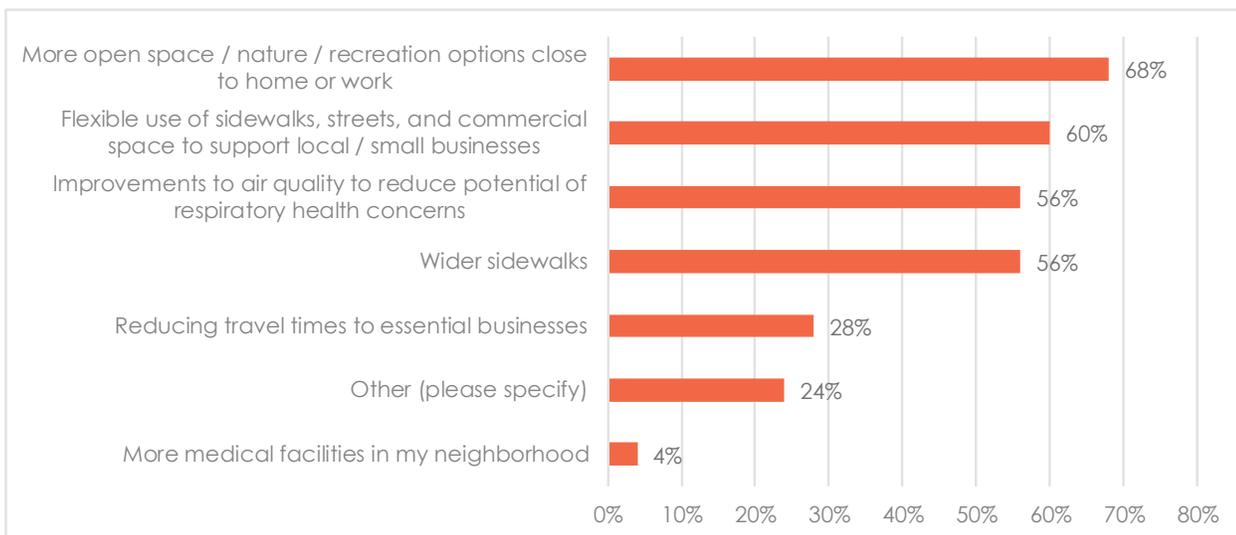
1.1.3 Opportunities for Improvement

The following section and exhibits discuss the top opportunities that survey respondents named for the SAP. Beyond the exhibits shown below, the survey also asked respondents the following entirely open-ended question, for which there is no exhibit but for which the responses have been integrated into the overall comment summary:

- “Share what makes the station area community or location unique. How can the plan build on this for the future?”

The current COVID-19 pandemic raises the prominence of community health considerations. Exhibit 12 shows survey respondents' ideas about how the SAP can support community wellness and resilience in the face of a public health crisis. Survey respondents were most likely to identify the creation of more open space as an opportunity, and over half of respondents also see the SAP as an opportunity to increase flexible use of sidewalks, streets, and commercial space to support local or small businesses; improve air quality to reduce potential of respiratory health concerns; and create wider sidewalks.

Exhibit 12. Survey Responses to the Question “COVID has impacted how we spend time in our neighborhoods and how we use public space. What changes could be made in the Station Area to strengthen community and improve resiliency in response to a future public health crisis? Please choose all that apply.”



Source: BERK, 2020.

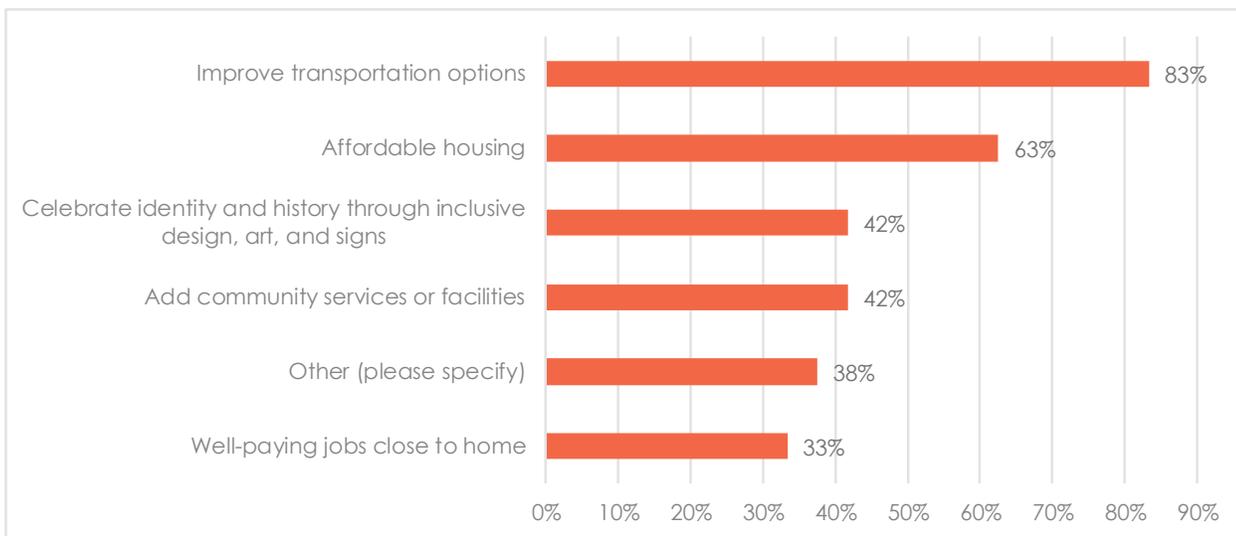
Selected Other Responses:

- Protected travel lanes for bikes and pedestrians.

- Outside dining or food truck areas.
- More trees.

Exhibit 13 shows respondents' opinions on how the SAP can support a more inclusive community. 83% of respondents identified improved transportation options as an opportunity increase inclusivity. Nearly 63% respondents identified affordable housing as an opportunity to increase inclusivity.

Exhibit 13. Survey Responses to the Question “How can this plan help make the station area a community for all? Please choose all that apply.”



Source: BERK, 2020.

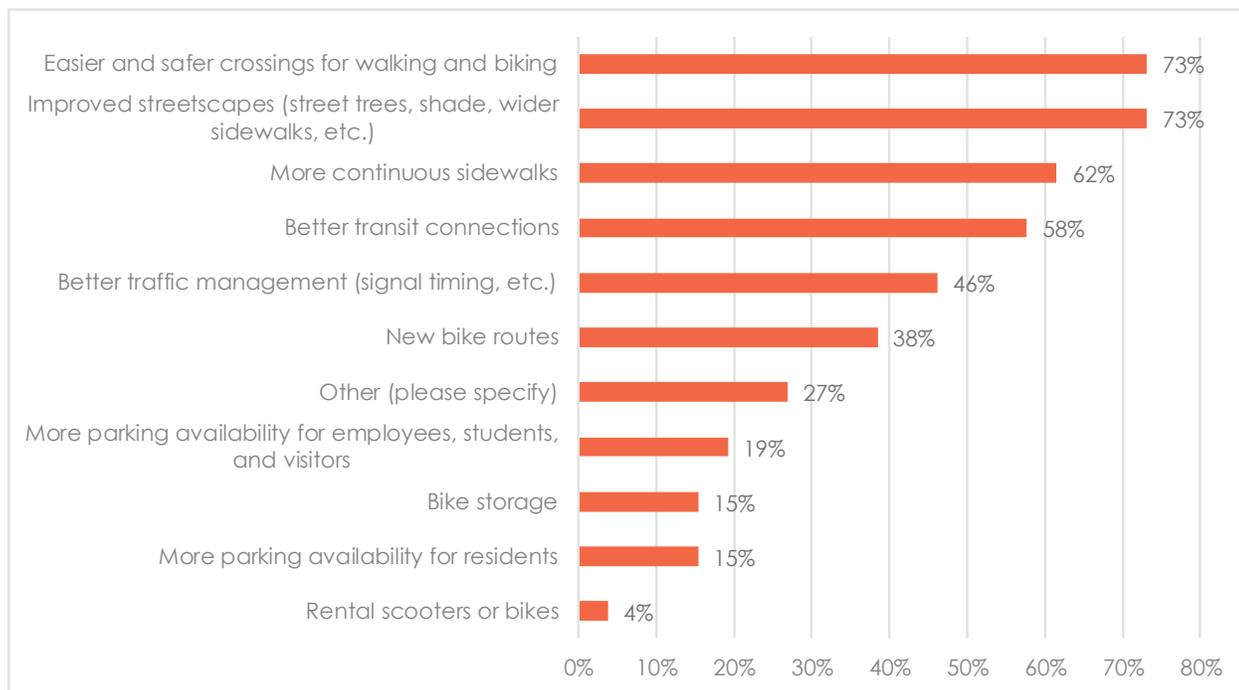
Selected Other Responses:

- Do not destroy the community that already exists in order to push forward a plan/vision that is not shared by the residents who actually live there.
- Build an anti-racist community where BIPOC (Black, Indigenous, and People of Color) will want to live and work because they are seen, heard, honored and safe.
- Make accessibility for seniors and the disabled a priority.
- More deliberate addressing of systemic racism than celebrating identity.

Exhibit 14 shows that respondents identify several opportunities for the SAP to ease travel to and through the station area. The top three most-selected opportunities are all oriented toward pedestrians and cyclists: about three-quarters of respondents want easier and safer crossings for walking and biking; the same proportion want improved streetscapes such as street trees, shade, and wider sidewalks, and nearly two-thirds want more continuous sidewalks.

Over half of survey respondents identified improved transit connections as an opportunity for the SAP to ease travel to and through the station area.

Exhibit 14. Survey Responses to the Question “What would make it easier for you to travel to and through the station area? Please select all that apply.”



Source: BERK, 2020.

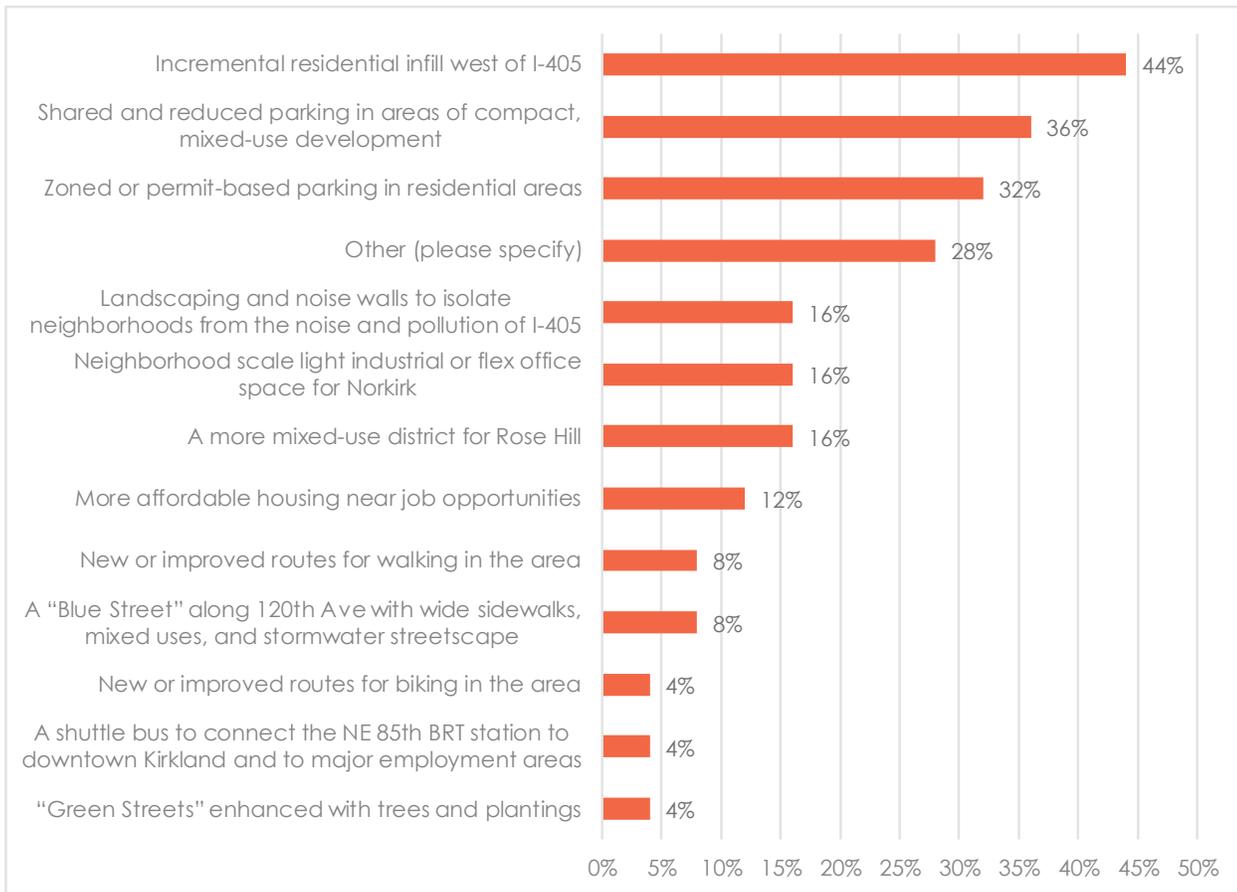
Selected Other Responses:

- Within the station zone, add or expand a drop-off/pick-up area for ride transfer.

1.1.4 Concerns

Exhibit 15 illustrates survey respondents' concerns about the SAP. Respondents' top area of concern is incremental residential infill west of I-405, with slightly under half of respondents expressing concern with this concept. Respondents' second top area of concern is parking, with about one-third of respondents indicating concern with shared and reduced parking in areas of compact mixed-use development, and a similar proportion expressing concern with zoned or permit-based parking in residential areas.

Exhibit 15. Survey Responses to the Question “Which of the concepts do you have concerns about? Please choose all that apply.”



Source: BERK, 2020.

From: Therese Garcia <theresegarcia@costco.com>
Sent: Monday, June 15, 2020 8:53 PM
To: Allison Zike
Cc: Jackie Frank; Kim Katz; Chris Ferko; Mario Omoss
Subject: Costco Kirkland Comment Letter // Supplemental Planned Action EIS
Attachments: Kirkland_Costco Comments 2035 Comp Plan.pdf; Kirkland Planning Growth Threshold Plans.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Allison,

Attached you will find Costco's comments on the scoping of the Supplemental Planned Action EIS to the 2035 Comprehensive Plan along with plans with Costco's growth thresholds for this facility.

Thank you,

Therese Garcia | Real Estate Project Manager



999 Lake Drive
Issaquah, WA 98027



425.416.5158 |



425.313.6922 |



theresegarcia@costco.com

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June 16, 2020

Email: azike@kirklandwa.gov

Allison Zike, AICP
Senior Planner
City of Kirkland
Planning & Building Department
123 5th Avenue
Kirkland, WA 98033

RE: NE 85th St. Station Area Plan
Supplemental Planned Action EIS

Dear Allison:

Thank you for including Costco in the public outreach process for the NE 85th Station Area Plan. With this letter we are providing comments on the scoping of the Supplemental Planned Action EIS to the 2035 Comprehensive Plan.

Costco has been a member of the Kirkland community since it opened its consumer warehouse in August 1985. In order to remain viable, over the years, Costco has expanded the building footprint on several occasions and has added other consumer services, such as the fuel facility that was constructed May 24, 2012.

Costco requests that the City's Supplemental EIS and 2035 Comprehensive Plan update recognize Costco's land use and place a commercial zoning designation on Costco's property that will accommodate Costco's future expansions and facilitate Costco's continued presence in Kirkland. The currently proposed land uses (mixed use office and public parking) are not compatible with a Costco consumer warehouse and if adopted could lead to zoning and development regulations that create land use non-conformities or make it difficult for Costco to adapt in the future.

While Costco does not have any current plans to expand or modify its warehouse or fuel station, for the Supplemental Planned Action EIS, we ask the City to evaluate the growth thresholds for our Kirkland facility. This is not an official plan, but rather an estimate of ways the property could develop over time. We request that these thresholds be included in the scope of the SEIS and incorporated into the Planned Action and Comprehensive Plan update.

- Warehouse Expansion: Potential increase up to 200,000 square feet
- Fuel Station Expansion: Potential increase up to 20 dispensers
- Parking Structure Addition: Add 3-4 level parking structure to fit 1,000 parking stalls onsite
- Car Wash Addition: Construct new car wash in the parking lot, possibly near the fuel station

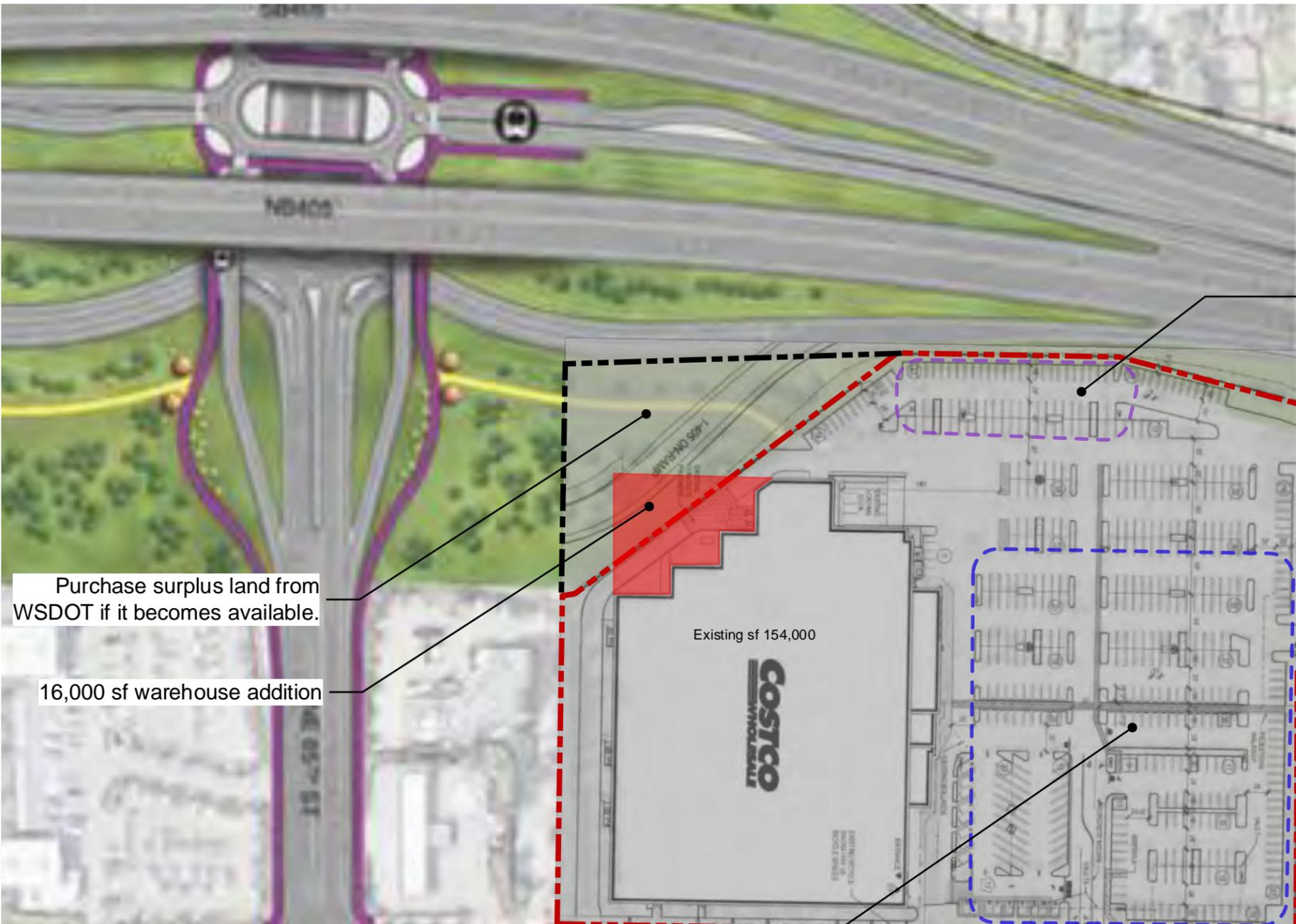
Thank you for considering Costco's request. We look forward to participating in the next steps of the planning process. At your convenience, we would be happy to participate in a telephone call or meeting to discuss Costco's request and discuss any questions you might have.

Sincerely,
Costco Wholesale Corporation

A handwritten signature in blue ink, appearing to read "Mario Omoss", with a long horizontal flourish extending to the right.

Mario Omoss, SVP NW Region Operations

Cc: Jackie Frank, Costco Wholesale
Kim Katz, Costco Wholesale
Chris Ferko, Barghausen Engineering



Existing Warehouse/Site Data Block

- Total Site area – 17.35 Acres (755,657 sf) includes properties across 120th Ave NE to the east.
- Bldg Footprint – 154,006 sf
- Fuel Facility Configuration 5-2.
- Parking Stalls – 725

Add a Car Wash

Add 5 more gas dispensers

Purchase surplus land from WSDOT if it becomes available.

16,000 sf warehouse addition

Add a parking structure somewhere in this area to accommodate future growth (site provides 1,000 parking stalls).

Short Term Expansion Thoughts

- Purchase surplus land from WSDOT if it becomes available.
- Square off SW corner of the building. Adds +/- 16,000 sf (Bldg 170k sf).
- Potentially grow the building to 200k sf.
- Expand the Fuel Facility to 5x3.
- Add a 3-4 level parking structure that would allow the site to provide parking for a 200k sf building (roughly 1,000 stalls).
- Add a Car Wash



Costco Wholesale
Kirkland, WA

MG2 Project:
Project Manager: Steve Bullock
Date: June 10, 2020

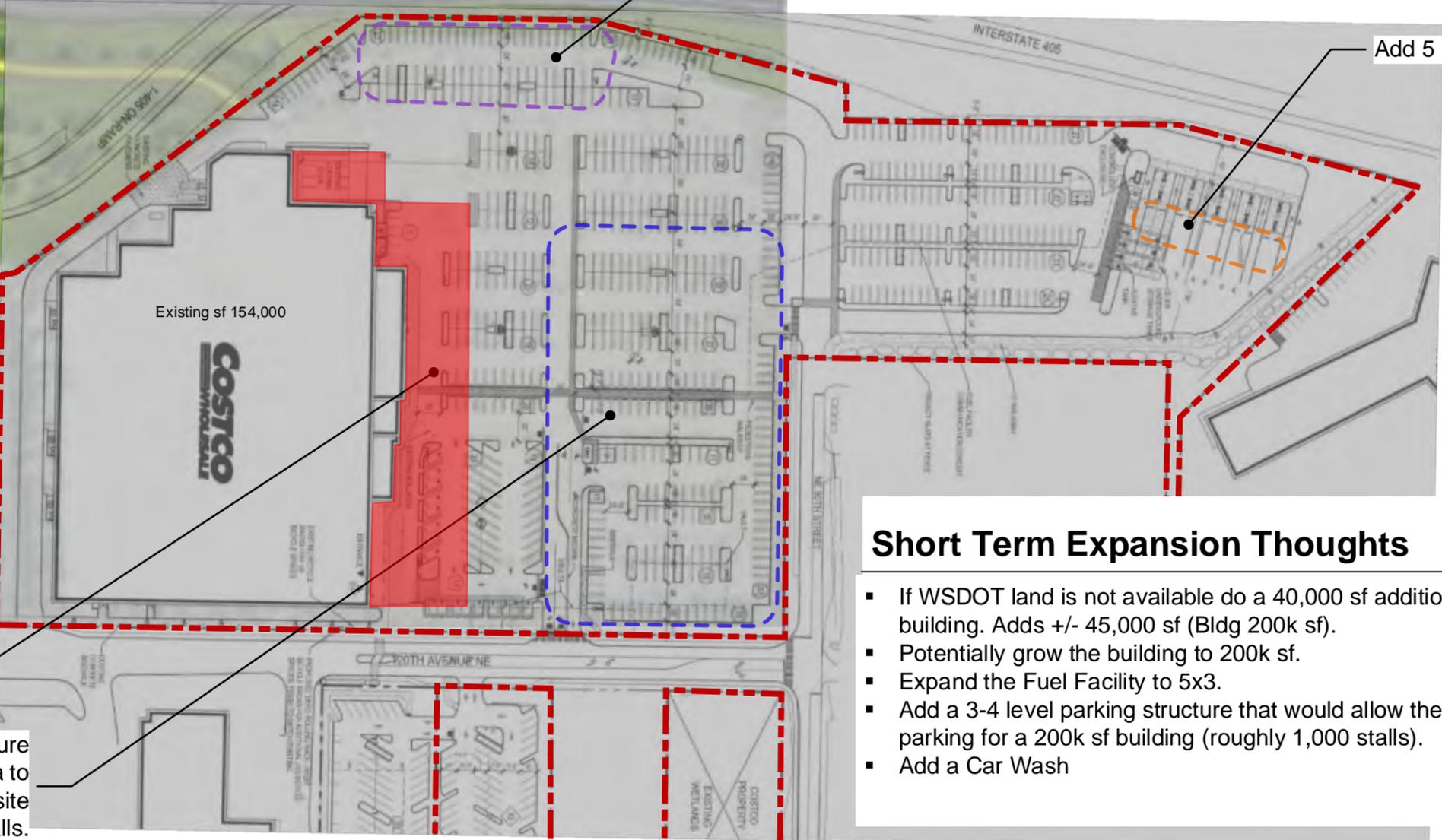


Existing Warehouse/Site Data Block

- Total Site area – 17.35 Acres (755,657 sf) includes properties across 120th Ave NE to the east.
- Bldg Footprint – 154,006 sf
- Fuel Facility Configuration 5-2.
- Parking Stalls – 725

Add a Car Wash

Add 5 more gas dispensers



45,000 sf warehouse addition

Add a parking structure somewhere in this area to accommodate future growth (site provides 1,000 parking stalls).

Short Term Expansion Thoughts

- If WSDOT land is not available do a 40,000 sf addition off the front of the building. Adds +/- 45,000 sf (Bldg 200k sf).
- Potentially grow the building to 200k sf.
- Expand the Fuel Facility to 5x3.
- Add a 3-4 level parking structure that would allow the site to provide parking for a 200k sf building (roughly 1,000 stalls).
- Add a Car Wash



Costco Wholesale
Kirkland, WA

MG2 Project:
Project Manager: Steve Bullock
Date: June 10, 2020

From: Jim Isaf <jisaf@google.com>
Sent: Tuesday, June 16, 2020 12:49 PM
To: Allison Zike
Cc: Mark Rowe
Subject: Rose Hill Scoping Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Allison,

Thank you for this opportunity to submit comments on the scope of the environmental impact statement (“EIS”) being prepared by the City for the 85th Station Area Plan. I am submitting comments on behalf of Google, who maintains offices at 747 6th Street and at the Kirkland Urban development, both of which are just outside of the Station Area Plan boundaries. Overall, we support the Station Area Plan effort to increase density near the future BRT station and provide more connections to it. We offer the following specific comments:

Traffic and Transportation – The City should study options and incentives for construction of new infrastructure for pedestrians and bicycles from the BRT station to Downtown Kirkland and beyond. Providing free ride share service or a shuttle is a good idea. The City should also allow large employers to provide private shuttles.

Office Use – The City should study densities and building forms that encourage additional office development in the core of the Station Area, including taller heights, large floorplate buildings, and single-use office buildings. This will support the City’s goals for job creation in the future Downtown Kirkland urban center.

Best,

Jim



JIM ISAF | Sr Director
CBRE@Google
747 6th St South, Kirkland, WA 98033 | 206.931.6003

From: Jack McCullough <jack@mhseattle.com>
Sent: Tuesday, June 16, 2020 8:16 AM
To: Allison Zike
Subject: EIS Scoping Comments
Attachments: EIS Scoping Comments (Lee Johnson) 6-16-20.pdf

Allison,

Here are comments of the scoping of the NE 8th Street Plan EIS from Lee Johnson Automotive Group.

Thanks.

Jack

John C. McCullough

Attorney at Law

MCCULLOUGH HILL LEARY, PS

701 Fifth Avenue, Suite 6600

Seattle, Washington 98104

Tel: 206.812.3388

Fax: 206.812.3389

www.mhseattle.com

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June 16, 2020

VIA ELECTRONIC MAIL

Allison Zike, AICP
Senior Planner
City of Kirkland
123 5th Avenue
Kirkland, Washington 98033

Re: NE 85th St. Station Area Plan
Comments on EIS Scoping

Dear Allison:

We are writing on behalf of Lee Johnson Automotive Group (“Lee Johnson”) to provide comments on the scoping of the environmental impact statement (EIS) being prepared by the City of Kirkland for the NE 85th St. Station Area Plan (the “Plan”).

Our comments are as follows:

- 1. Uses.** The City should be permissive rather than restrictive and allow the broadest range of compatible uses within the Station Area. No minimum amount of retail space should be required on development sites in the Station Area: over-proliferation of retail could hurt existing legacy businesses, especially since brick-and-mortar retail establishments are on the decline nationally. Retail should be allowed to develop incrementally and naturally over time in response to market forces. The pedestrian environment can be activated in many ways other than traditional – but disappearing – retail uses.

Where mixed-use is encouraged (but not required), the City should study how retail uses can be encouraged on the ground floor facing pedestrian-supporting streets. In-lieu of ground floor retail, the City should study incentives for creating spaces for other activating uses, which include customer-service office uses, meeting rooms, events spaces and bicycle and health facilities. On large sites, the City should study allowing single-purpose offices with appropriate incentives for incorporating supportive retail and pedestrian amenities within a larger site plan.

- 2. Stormwater Drainage.** We are concerned about the “Blue Street” concept on 120th Avenue NE. The concept itself is laudable, but 120th Avenue NE is the wrong location for it. 120th Avenue NE will serve as the principal transportation connector for the most intensive development sector under the Plan. It needs to serve this function well, and the Blue Street is only likely to reduce the function and adequacy of the street to serve adjoining properties. The EIS should carefully evaluate this issue. In addition, the EIS should complete a cost / benefit analysis of the Blue Street concept for stormwater detention and overall ecological function versus other low impact development techniques. Other strategies may be more effective at a lesser cost. The Station Area Plan should also incentivize incorporation of green building strategies like LEED, Salmon Safe, and others.
- 3. Open Space and Landscape Standards.** The City identified lack of open space and greenery in the Plan area as an “opportunity” for improvement in the Opportunities and Challenges Report. The City should study how more open space and greenery can be encouraged as an incentive. At the same time, open space provisions should not compromise the need to achieve TOD densities near the future BRT station.
- 4. Traffic and Transportation.** The City should study “right size” parking requirements in the Station Area and reduce parking ratios to account for transit availability. The City should also evaluate how to encourage “last-mile” connections by pedestrians and bicycles to the BRT station from Downtown Kirkland and beyond. Safety improvements like lighting and barriers should also be considered for bicycle and pedestrian ways. The City should allow private shuttle stops for large employers to discourage SOV trips. The City should study how to effectively discourage spillover parking in Station Area residential neighborhoods by creating zoned or time-limited parking.
- 5. Street Grid.** Local street grids should be promoted in locations where they can serve as part of a network of pedestrian connectivity. But such connectivity across NE 85th Street and I-405 is challenging at best, so street grids imposed on high-density infill sites abutting such corridors do not serve the same purpose. Larger sites adjoining I-405 should not be burdened with a street grid that lacks connections, but should instead be allowed to develop pursuant to a master plan that better achieves the goals of accessibility and pedestrianism for those unique sites.
- 6. Heights.** The City should allow taller buildings in the Station Area to achieve TOD goals and the City’s vision for a Kirkland Downtown Urban Center that will encompass Rose Hill. The EIS should study at least one alternative where tallest heights up to 270’ would be allowed in the office /mixed-use core of the Station Area to provide appropriate TOD density. Second tallest heights up to 180’ should be studied for the residential / mixed-use areas along 85th. Moving outward from the core, the City should study lower height limits that provide an adequate transition to lower intensity land uses. On large sites, rather than prescribing set height limits, the City should study granting flexibility to allow a range of heights within an overall average height limit to account for topography and provide transitions to adjacent sites and uses. Heights selected for study should match heights allowed for buildings with different construction types in the building code, including mass timber buildings allowed in the 2019 Washington State Building Code update.

- 7. Affordable Housing** – The City should study expansion of its MFTE program as an incentive to encourage construction of affordable housing in the Station Area.

We appreciate the opportunity to provide these comments and look forward to participating in the upcoming Station Area Plan process.

Sincerely,

A handwritten signature in black ink that reads "John C. McCullough". The signature is written in a cursive, flowing style.

John C. McCullough

cc: Tod Johnson

From: Karen Walter <KWalter@muckleshoot.nsn.us>
Sent: Tuesday, June 16, 2020 2:15 PM
To: Allison Zike
Subject: FW: Scoping Notice: NE 85th Street Station Area Plan - SEP20-00288
Attachments: SEP20-00288 Scoping Notice_StationAreaPlan(5-21-2020) (002).pdf; SEP20-00288 _Environmental Checklist_StationAreaPlan(5-20-2020).pdf; Kirkland Area Fish Passage Barriers WDFW 2020.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Allison,

We have reviewed the scoping notice and the April 2020 Opportunities and Challenges Report referenced in the checklist. We offer the following comments in the interest of protecting and restoring the Tribe's treaty-protected fisheries resources.

On the cover of the Opportunities and Challenges Report, the City of Kirkland acknowledges that the City of Kirkland was built on Duwamish land. There is no mention of the Muckleshoot Tribe. The Muckleshoot Tribe is comprised of those bands of Indians from various areas including but not limited to Lake Washington. Many Indians who were consolidated on the Muckleshoot Reservation were considered Duwamish and represented by Chief Seattle in the negotiation of the Treaty of Point Elliott. Chief Seattle was from a village on the White River and spent his later years residing on the Suquamish Reservation where he is buried. The Muckleshoot Tribe is the federally recognized tribe with treaty-protected fishing rights in Lake Washington and other waterbodies.

As such, staff from the Muckleshoot Indian Tribe Fisheries Division routinely reviews projects for potential impacts to fish and their habitats and often provides comments to the City of Kirkland via SEPA and Shoreline Master Plan, and other permitting venues. Several of our comments include the need to assess and daylight sections of piped streams, removal of fish passage barriers, stream classifications, stream buffer impacts and mitigation, and stormwater concerns. For example, we provided these types of comments to the proposed Rose Hill Mixed Use project in August 2019; one of the projects referenced in the 2020 Report.

We are noting this because the report has some information regarding streams, but uses an incomplete approach to assessing streams for potential fish habitat. State, federal, some local agencies and tribes in Western Washington have long been using physical criteria to classify streams for potential fish habitat as described in WAC 222-16-031. The basis of this WAC is several thousand data points where fish habitat characteristics and fish electroshocking was collected to come up with a quick assessment to determine potential fish habitat, particularly where it may be upstream of artificial barrier such as culverts. To our knowledge, the City of Kirkland's code still lacks any consideration of potential fish habitat and ignores the role that culverts and other barriers play in fish distribution and use.

As noted in the report, 4.5 of the 9.3 miles of stream length in the Moss Bay basin are piped. The report continues to state that there "is no viable fish habitat" in this basin but provides no data or basis for this conclusion, particularly no physical stream data to compare against the criteria in the WAC for potential fish habitat. It is also important to note that to our knowledge, the piping of the stream network in Moss Bay was done without consent from the Muckleshoot Tribe or mitigation for impacts to fish access and habitat. If the City has different information, then we ask for a copy for our review.

The same principles apply to the Forbes Creek basin, the other basin the study area. The Report notes that 2.9 miles of stream are piped in this watershed. We are pleased to see that the City has identified some fish passage projects in the Report.

Future projects that modify existing culverts or pipes that convey natural stream waters should be assessed for their ability to pass adult and juvenile salmon. If found to be barriers, then they should be eliminated where possible; replaced with bridges; or replaced with culverts meeting WDFW's stream simulation criteria in that order. Fish passage improvements should occur throughout the study area. As part of the project, the City of Kirkland should work with private landowners to

identify fish passage barriers and develop/implement a plan to replace identified fish passage barriers. WDFW has identified some barriers in the planning area (see attachment) but arguably it is incomplete.

The City should recognize that the existing stormwater management manuals are minimum requirements. Both King County and WDOE manuals have language regarding the limitation of these manuals to mitigate impacts to aquatic life. Stormwater can adversely affect salmon in several ways, including higher/extended stormwater discharges that increase the receiving waterbody's velocities that exceed swimming/stationary speeds of juvenile salmon and pollutants in stormwater that are harmful to adult and juvenile salmon. Projects discharging to salmon or potential salmon streams should be minimizing these impacts by increasing instream habitat/complexity to offset velocity increases and to use enhanced stormwater treatment methods to remove metals and oils and reduce salmon exposures.

The proposed alternative approaches to stormwater management described in the Report cannot be done without consulting and coordinating with the Tribe since the Muckleshoot Tribe stands to be further impacted by these decisions as they affect salmon survival/production and salmon habitat. These issues are related both to the Tribe's treaty-rights and environmental justice.

With respect to environmental justice considerations, the future EIS should acknowledge, that the Muckleshoot Indian Tribe has the potential to be uniquely harmed by the implementation of the study area program and its resulting projects. The existing roadways in the study area have caused adverse impacts to fisheries habitat and will likely continue to do so despite mitigation due in part to the cumulative nature of these impacts. Since the entire study area is within the Muckleshoot Indian Tribe's Usual and Accustomed Fishing Area, the Tribe could be impacted in unique ways that may not be fully considered or addressed. For example, if fisheries production in Water Resource Inventory Areas (WRIA) 8 continues to be reduced as a result of this program through habitat and water quality degradation, then the Tribe will have less opportunity to exercise its treaty rights by having less fish resources available for harvest.

We appreciate the opportunity to comment on this scoping notice. If you have any questions, please email as we are still remote due to COVID19 issues.

Thank you,
Karen Walter
Watersheds and Land Use Team Leader

*Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015-A 172nd Ave SE
Auburn, WA 98092
253-876-3116*

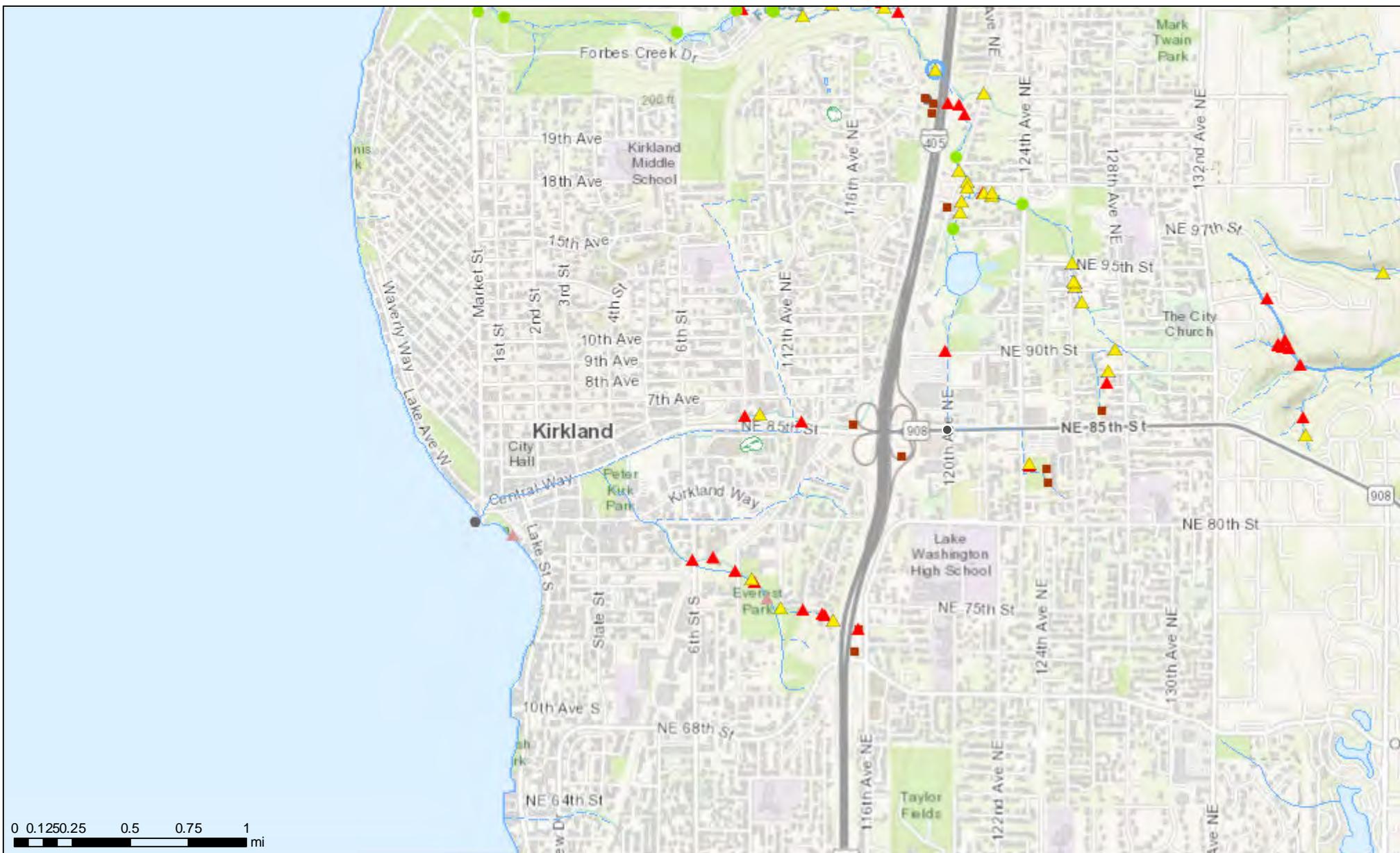
From: Karin Bayes [mailto:KBayes@kirklandwa.gov]
Sent: Tuesday, May 26, 2020 3:55 PM
Cc: Allison Zike
Subject: Scoping Notice: NE 85th Street Station Area Plan - SEP20-00288

Attached for your information is the Scoping Notice and Environmental Checklist regarding the NE 85th Street Station Area Plan, File Number SEP20-00288.

If you have any questions concerning this information, please contact Senior Planner, Allison Zike at 425-587-3259 or azike@kirklandwa.gov.

Karin Bayes
Office Specialist | Planning & Building Department
425.587.3236 | kbayes@kirklandwa.gov | 123 5th Avenue, Kirkland WA 98033

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Kirkland area fish passage map



- | | | | | |
|---------------------------------|-------------------------------|------------------------------|----------------------------|--------------|
| ● Not a barrier | ▲ Total Fish Passage Blockage | ■ Diversion | — NHD Coastline | Canal, Ditch |
| ▲ Partial Fish Passage Blockage | ▲ Barrier, Unknown | ▲ Natural Barrier - Verified | — Stream / Perennial | Pipeline |
| ▲ Percent Passable | ▲ Percent Passable | ● Unknown | — Intermittent / Ephemeral | Connector |
| | | ○ Corrected Barriers | | |

From: Hanson, Barrett (Consultant) <HansonB@consultant.wsdot.wa.gov>
Sent: Tuesday, June 16, 2020 5:00 PM
To: Allison Zike
Cc: Giraldo, Diana (Consultant)
Subject: NE 85TH St Station Area Plan Scoping Comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Allison,

Thank you for the opportunity to comment on the NE 85th Street Station Area Plan as part of the scoping process. Our team has reviewed the materials, and we wanted to provide these comments.

Environment/Context

- Comment #1: It is unclear what is meant by Ecological Improvement Opportunity within the middle of the NE 85th Street interchange. Please coordinate with WSDOT on green buffer within the interchange and how this area is defined and illustrated in the SEIS.

Mobility/Bicycle Network

- Comment #2: The Bike / Pedestrian path on NE 85th through the interchange on map currently illustrates the path following the lower level roundabouts associated with the I-405/NE 85th Street Project which pedestrians will be prohibited from using. The I-405/NE 85th Street Project will construct new nonmotorized connections on both sides of NE 85th Street from about 120th Ave NE to 114th Ave NE that will use the middle level of the reconstructed interchange, minimizing conflict points with vehicles.

Mobility/Future Mobility

- Comment #3: The City will need to coordinate with WSDOT as part of the SEIS analysis if the proposed bicycle/pedestrian crossing of I-405 at 90th is included in the alternatives.
- Comment #4: It is unclear what is meant by the Discounted Fare Zone within the interchange area. Will this have an effect on traffic in this area?
- Comment #5: The SEIS should include the three unfunded non-motorized connections within the NE, SE, and SW quadrants analyzed as part of the I-405/NE 85th Street Project as part of the SEIS analysis.

Community/Air Quality and Noise

- Comment #6: The statement on Air Quality and Noise applies to all facilities supporting motorized modes, not just I-405. WSDOT's NEPA documentation is consistent with FHWA requirements for noise analysis and abatement and addresses potential positive and negative effects on air quality and noise and applicable mitigation measures. There are existing noise walls adjacent to I-405 and in the interchange area. The location and height of these walls is based on NEPA analysis conducted for projects on I-405. Traffic Noise analysis conducted for the SEIS would not result in changes to noise walls within WSDOT right-of-way.

Development/Future Development

- Comment #7: The planned action should evaluate if there is an increase in traffic volume and congestion in the area from the planned action and capture any associated proposed mitigation measures.

Please let us know if you have any questions on these comments or notes.

Thanks,

Barrett

Barrett Hanson, P.E.

I-405/SR 167 Megaprogram Design Engineering Manager

From: Duane Burow <dfburow@msn.com>
Sent: Friday, May 29, 2020 11:54 AM
To: Allison Zike
Subject: Re: City Email Address for Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hey Allison,

Sounds like another monstrous, ludicrous boondoggle!! But just more of the same crap, spending millions of tax dollars trying to convert Kirkland into Seattle or even worse yet, New York City, along with all their expensive, multi-level dysfunction. Oh, we should just shut up and continue paying ever rising taxes so you can conjure some future utopia. Like many other Kirkland residents, we did not choose Kirkland for a high density, highly urban life style but none of this concerns single-minded urbanists. You did not listen to us with the Urban or Totem Lake jam-ups so why listen to us now???? Stop trying to shove this stuff down our throats. Thank you, we will keep our 2 cars and our single family lot of some 11,000 sq ft with lots of trees & lots of garden space inside the 1/2 mile radius.

-A Kirkland resident of 25+ years.

From: Allison Zike <AZike@kirklandwa.gov>
Sent: Friday, May 29, 2020 11:43 AM
To: dfburow@msn.com <dfburow@msn.com>
Subject: City Email Address for Station Area Plan

Hello,

Please respond to this email with any comments regarding the Station Area Plan. We look forward to hearing from you.

Thank you,

Allison Zike, AICP | Senior Planner
City of Kirkland | Planning & Building Department
azike@kirklandwa.gov | 425.587.3259

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From: James Chen
Sent: Saturday, June 13, 2020 3:10 PM
To: Allison Zike
Subject: feedback on NE 85th St. Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Allison,

I watched the recording of the 6/4 workshop and looked at the StoryMap for the NE 85th St. Station Area Plan. This sounds like an exciting plan for our area and I appreciate all of the work that is going into it. I did jot down some feedback while going through the StoryMap which I wanted to send you for consideration. (Note: I prefer if my name were not included in any official public record of comments.)

- I think it's important to for the BRT station to have a strong and easy pedestrian / bike connection to the CKC and Kirkland Urban. I believe this would open up the viability of using BRT for getting to many Kirkland employment, shopping, and residential centers. It would be great if there could be restaurants and services along this connection, similar to what's being proposed in Rose Hill.
- Possibly related, I think there is potential in redeveloping the area near the intersection of NE 87th St. and the CKC into a pedestrian/bike destination. There are currently some small businesses there but they are less pedestrian/bike-oriented (e.g. auto-repair shop, storage facilities). It would be amazing if that area had some greenspace, restaurants, family-oriented services, etc.
- I think it will be crucially important for there to be a sizeable park & ride (e.g. similar in capacity to the one at NE 70th) near the new BRT station. As much as we hope that new connections will reduce the need for cars, I think a lot of people will still need to rely on a car to get to the BRT station. The current plan does not appear to have enough parking to support the station and expected new businesses. (As a side note, parking is currently inadequate in downtown Kirkland which I think is limiting the potential of downtown businesses.)
- I think this may already be in the proposal, but it would be great if there is a strong and easy pedestrian / bike connection between the Highlands neighborhood and the new BRT station that doesn't involve detouring to 114th Ave. NE. While I currently live within the 0.5 mile radius of the new BRT station, the actual walking distance on current roads is closer to 0.7 miles. Having a more direct route would make the BRT station much more useful to residents in the Highlands neighborhood.
- The speaker mentioned "taller buildings" as a possibility in the Rose Hill district. I am against having taller buildings there or elsewhere in the station area.
- If there is a shuttle, it would be great if it went all the way to Lake St. (A lot of transit currently stops at the Kirkland transit center which is still a few blocks away from the downtown businesses on Lake St.)

Thanks,
James

From: Daniel Gabel <DanmiO@outlook.com>
Sent: Friday, May 22, 2020 6:08 PM
To: Allison Zike
Subject: 85th St Station Area Plan Questions

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Station Area Plan

We live in a house that will abut to the proposed development area of NE 85th St. west of I-405 and north of 114th st. NE. We have some concerns based on the past road work that was done adjacent to our home.

The noise level of the work being performed was unacceptable on the last lane that was added behind on our house on NE 85th St. a few years ago. We did not get much sleep during that construction period, and no one helped us with the noise levels, especially at night. I did not see any concern, either from the state or the city, for our health issues associated with sleep deprivation.

What will be done on this proposed project to mitigate the noise for the residents in our neighborhood? Will there be walls or fences installed to help lower the decibel levels, at least during the construction period? Will there be funding to help residents construct fences? Will the work be done only during the day?

It appears that the greenbelt that exists between our house and NE 85th St. will be either totally modified, therefore obliterating the existing trees where birds reside, or mostly modified which will have the same impact to the trees. What will be done to help transition local bird habitat?

Thank you,

Dan Gabel
206 412-4854

From: Betty Graham <bettysg@hotmail.com>
Sent: Wednesday, May 27, 2020 4:52 PM
To: Allison Zike
Subject: 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I live on Ohde Circle, west and around the corner from the proposed 85th Street Station. My questions concern parking. Do you have plans for a parking structure? Where is the parking lot on the plan? Since I live close by I can envision people parking on the nearby residential streets. There is a small parking lot on the corner of 85th Street and Kirkland Way.

Thanks for your consideration of the parking issues for people driving to this Station.

Betty Graham
bettysg@hotmail.com

From: MATTHEW GREGORY <MollyTaffy@msn.com>
Sent: Tuesday, June 16, 2020 10:54 AM
To: Allison Zike
Subject: Kirkland NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Allison Zike,

Thanks for the process to allow public comment. I served on the Planning Commission for over 10 years, lived in Bridal Trails commuting to Downtown Kirkland for 13 years and have now lived in Norkirk 28 years.

1. SEPA history that I saw illustrated should better document the location of that intersection. My late wife started teaching and commuting to Kirkland in 1968 at Norkirk ES and she recalled when the freeway was completed in 1972. Lee Johnson Auto Dealership was NW of the freeway line and 85th and the business was moved SE to accommodate the interchange. After we were married and moved to Kirkland in 1979, for many years there was a horse on a NW parcel by the 85th street interchange. The four leaf clover interchange design and age is probably old enough to be a historical structure and really has served Kirkland well.
2. SEPA should look at the shuttle option movements through the neighborhoods..
 1. Highlands is a closed neighborhood that must empty out through Norkirk which inflicts heavy traffic and back up at the intersections of NE 85th/114th NE and NE 87th/114th NE (which needs a 4 way stop).
 2. Because of the PKES and KMS bus routes and the neighborhood outlets to get to freeway, 6th Street between 7th Ave and NE 85th experiences unusual stacking of vehicles due to 6th Ave/Central Ave connections and Metro bus holding area.
 3. A more direct shuttle route into Kirkland Urban would be using 5th Ave, eliminating a right turn from 6th to Market and the lane change to make the left into Kirkland Urban.

Matt Gregory, Emeritus in AIA, CSI, a4LE
328 19th Ave, Kirkland, WA 98033
425-828-0231

Sent from [Mail](#) for Windows 10

From: Becca Book <beccab@mithun.com>
Sent: Friday, June 5, 2020 9:25 AM
To: Christine Hassett; Allison Zike
Subject: RE: I-405 / NE 85th St Station Area Plan Community Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks Christine!

This is the first project the City of Kirkland has done remote outreach and engagement for (due to health order restrictions). There have been posts on City social media but I agree we need to work on how we keep people informed and involved from a safe distance.

I'm sorry you weren't able to contribute to the conversation last night. Allison Zike (copied here) will be recording and responding to comments.

You can get in touch with her via email or phone: (425) 587-3259

This is the first public event for the project, so you haven't missed anything! We have more information in our ['story map' and survey](#) and will update [the project webpage](#) with events and information as the project progresses. You can sign up to receive email updates there too.

Thanks and have a great weekend!

Becca

From: Christine Hassett <cmhassett@comcast.net>
Sent: Friday, June 5, 2020 5:19 AM
To: Becca Book <beccab@mithun.com>
Subject: I-405 / NE 85th St Station Area Plan Community Meeting

Good morning, Becca-

First, I would like to thank the team for the informative and interactive meeting last night. It was well structured and provided a good forum for feedback. I had reviewed the presentation material beforehand and looked at other documents referenced at the project website. It was there I discovered that I needed to learn more about the project, particularly as it impacts our new home.

My husband and I were part of the meeting, but were on mute. We are new owners of a condo within the 1/2-mile radius and are coming from Michigan. Although we had heard of redevelopment of a strip mall on 85th St between 120th Ave NE and 122nd Ave NE, we were aware not of the bigger station project. Not that the station is a bad thing, we just need to learn more. If it had not been for the post card we received, we would not have known about the meeting opportunity last night. I was not picking up on this topic from my regular info stream via "This Week in Kirkland" on-line and Tweets from the city.

We have been visiting the area for over 20 years and Kirkland, in particular, for 12+ years. We have seen the changes on 85th St/Central Way--the move from low height buildings along this main road to now high buildings. We have felt the shortage of parking as we came for events.

I would like to have a phone conversation with someone who can tell me more about the "Initial Concepts" slide as we are south of 90th St NE and west of 124th Ave NE and would be impacted by the Green Streets concept. We are in the Seniors demographic.

Please provide me a contact for a phone conversation. Thank you very much.

Christine Hassett

From: Mark Heggenes <mark.heggenes@outlook.com>
Sent: Monday, June 15, 2020 12:51 PM
To: Allison Zike
Subject: Kirkland NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

As a resident that will be impacted by the new bus terminal (Wife and I live in the SE corner of the Highlands neighborhood), I am deeply concerned about our quiet, family oriented neighborhood being labeled "infill" and seemingly being targeted as being developed into a more city-like landscape.

Our area is still very much a safe, quiet, wooded beautiful area full of residents able to go on a quiet walk away from the noise and dangers of a heavily trafficked city-like area. I do not want to see our beautiful corner of Kirkland be destroyed to make way for a bus station.

I understand the bus station is coming whether we want it for not, but please consider the impact this will have on our quiet neighborhood and the considerable population of wild animals who also reside here.

I would like to see our quiet neighborhood impacted much LESS than I have seen in the literature posted online.

Thank you,
Mark Heggenes
206.310.6110
mark.heggenes@outlook.com

From: Becca Book <beccab@mithun.com>
Sent: Friday, May 29, 2020 4:56 PM
To: Allison Zike
Subject: FW: Questions for upcoming NE 85th & 405 Transit Station Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Allison,

I am listed as the contact for the webinar so I believe that is why Maureen contacted me with these questions. I believe they should be incorporated in to the SEPA comments.

I'll respond to her directly as well.

Thanks!

Becca

From: Maureen Hughes <mhughes17@live.com>
Sent: Friday, May 29, 2020 12:28 PM
To: Becca Book <beccab@mithun.com>
Subject: Questions for upcoming NE 85th & 405 Transit Station Meeting

Hi there,

I hope this finds you keeping well and safe. I live within the half mile "walk radius" illustrated in the [enlarged station boundary plan](#) for the proposed transit station. I have several questions I'd like to have addressed during the June 4th meeting:

1. The [online video](#) and plan show new traffic lanes that appear to be positioned where there are currently houses in our neighborhoods. Do you plan to demolish those existing homes?
2. The proposed plan will vastly increase noise and traffic in our neighborhoods. We do not want this. Have you considered the negative impact on people who live in the immediate area, and what – if any – steps do you plan to take to reduce increased noise and traffic?
3. Given the projection of vastly reduced revenue from normal tax sources, as a result of the pandemic, how do you plan to finance this project? We are NOT in favor of any kind of levee or additional tax for the sole purpose of financing this project.

Please acknowledge receipt of this email, and confirm that these questions will be addressed during the June 4th meeting.

Regards,
Maureen



Maureen Hughes
206-619-2036
[LinkedIn Profile](#)

From: Bob Keller LAST_NAME <bob_keller@comcast.net>
Sent: Wednesday, June 3, 2020 9:46 PM
To: Allison Zike
Subject: 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Ms. Zike:

Thank you for the initial information regarding the 85th Street Station Area Plan. I have registered for the workshop tomorrow evening and am looking forward to understanding more about the concepts and ideas that are being suggested.

After receiving the mailed postcard regarding the opportunity for input, I studied the City Council presentation which was the link provided. Perhaps some of these questions are answered if I also studied all of the detailed documentation that was in the other links.

It took a while, but I finally figured out that the "SAP" acronym most likely means "Station Area Plan" (pages 11-13). That being said, I have not yet determined what the abbreviations "ROW" (page 26) and "WSDOT ROW" mean (page 36). What is the meaning and implications of "Excess WSDOT ROW"? Further, since this latter is on a page that is titled "Development Opportunities", what are the implications for the SW corner of the Highlands? Hopefully, your discussion tomorrow evening will further explain the ideas in this presentation segment.

The presentation on the area (page 35) speaks to "Infill". If possible, can the presentation tomorrow explain the implications of "Infill" and the expected extent of "Infill" in the Highlands area?

My next question concerns the traffic direction arrows shown on page 41 ("Last Mile"). Are those widths of those lines indicative of the expected volume of traffic to or through that particular area of Kirkland? Is there any distinction between through traffic (as would appear to be downtown Kirkland and the waterfront) and destination traffic?

Finally, the last chart identifies a "Kingsgate TOD model". Could you please define "TOD" and how that concept for Kingsgate relates to the 85th Street Station Area Plan?

Thank you again for providing the preparatory materials for the June 4 workshop. I'm looking forward to having a much better understanding of the concepts and directions at the conclusion of the evening.

Sincerely,

Bob Keller
Highlands Resident

From: Andy Liu <liu.cmri@gmail.com>
Sent: Monday, June 1, 2020 11:39 AM
To: Allison Zike
Subject: Strongly support the 85st BRT Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

My name is Andy, I lived in 11214 NE 87th St, Kirkland, WA 98033. I worked in Bellevue downtown. I strongly support the BRT Plan.

If we have the BRT in the future. Our commute time in Highland area will be significantly reduced! I don't need to own my commute car anymore.

Hope BRT plan can be achieved soon!

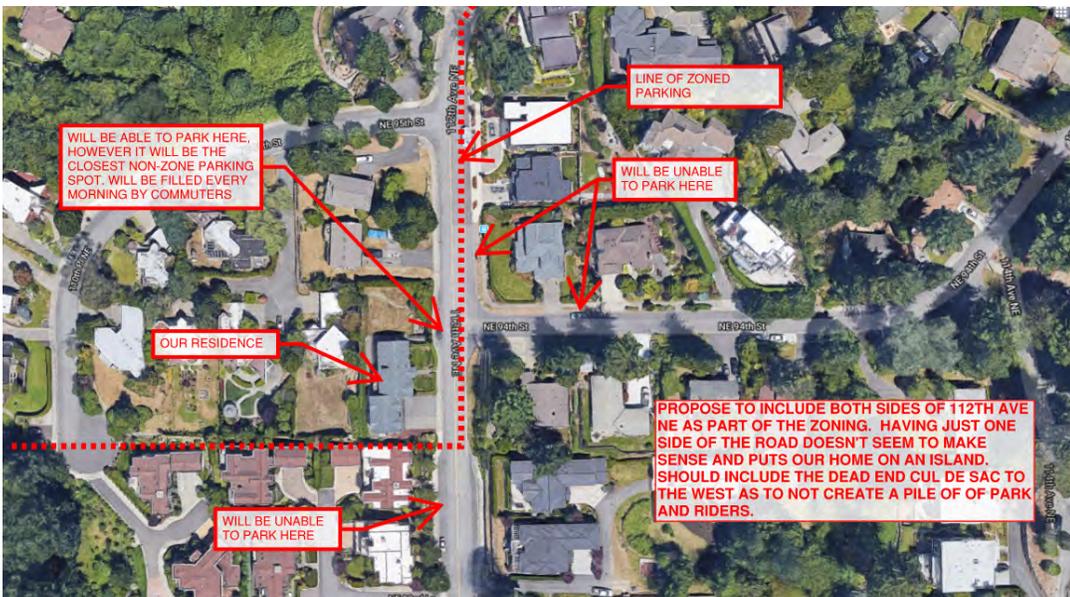
Thanks,
Andy

From: Ryan McKinney <ryanhmckinney@gmail.com>
Sent: Friday, June 12, 2020 9:23 AM
To: Allison Zike
Subject: Comments on 85th Street Station Area Plan
Attachments: 200612 - 9401 112TH AVE NE - CONCERNS.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello, Please see the below image. Attaching as a PDF.

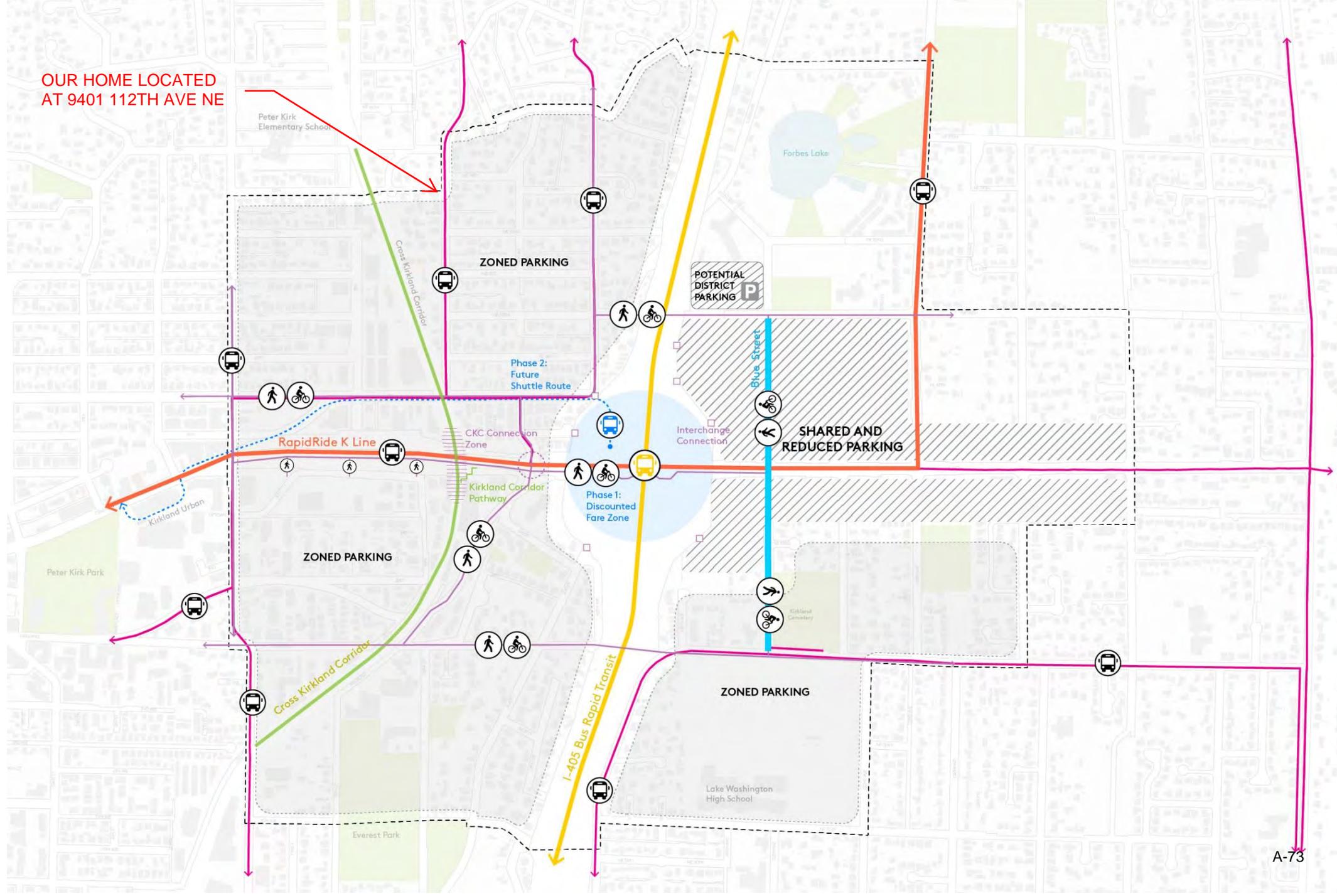
I have concern as to the boundary line drawn for the parking zoning. Our property at 9401 112th Ave NE Kirkland, will be left out and will make all street parking unavailable to us. Please reconsider how the boundary was drawn.

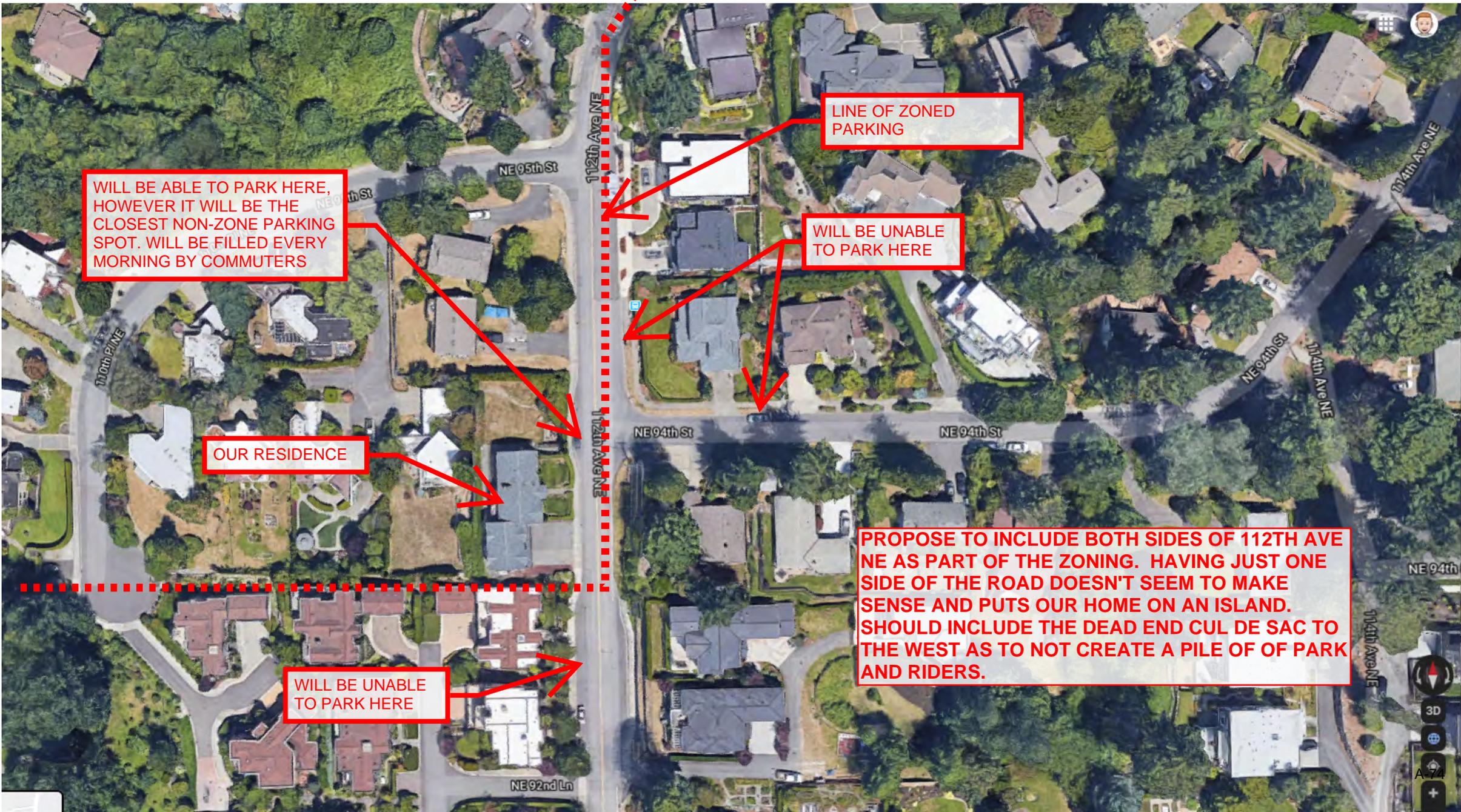


Thank you,

Ryan McKinney
425-753-4027

Mobility Framework





WILL BE ABLE TO PARK HERE, HOWEVER IT WILL BE THE CLOSEST NON-ZONE PARKING SPOT. WILL BE FILLED EVERY MORNING BY COMMUTERS

LINE OF ZONED PARKING

WILL BE UNABLE TO PARK HERE

OUR RESIDENCE

PROPOSE TO INCLUDE BOTH SIDES OF 112TH AVE NE AS PART OF THE ZONING. HAVING JUST ONE SIDE OF THE ROAD DOESN'T SEEM TO MAKE SENSE AND PUTS OUR HOME ON AN ISLAND. SHOULD INCLUDE THE DEAD END CUL DE SAC TO THE WEST AS TO NOT CREATE A PILE OF OF PARK AND RIDERS.

WILL BE UNABLE TO PARK HERE

From: Becca Book <beccab@mithun.com>
Sent: Thursday, June 4, 2020 1:47 PM
To: Debbie and Jerry; Allison Zike
Subject: RE: questions for tonight

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks Debbie,

I am forwarding these comments to Allison Zike at the planning department so they can be recorded as 'official' SEPA comments. I hope you can join our conversation tonight as well, we will describe how the SEPA process works, give a presentation of our preliminary concepts, including ideas for new pedestrian connections and a potential shuttle service, and have time for discussion with the project team and city representatives.

If you aren't able to join us, the city will be posting a video of the conversation afterwards.

We are still in the early visioning stage of the project, so now is a great time to share your input. We know cut through traffic is a concern in Highlands, and will be completing traffic analysis in the next phase. Your input will help us decide what the alternatives we are analyzing will look like.

Thanks!

Becca

From: Debbie and Jerry <debbieandjerry@yahoo.com>
Sent: Thursday, June 4, 2020 1:22 PM
To: Becca Book <beccab@mithun.com>
Subject: questions for tonight

Hi Becca,

Others in my neighborhood might already have submitted these. I live in the Highlands.

- We'd like a pedestrian shortcut from the south end of 116th
- We'd like better mitigation from the freeway noise (taller sound wall)
- We want a Kiss & Ride but have concerns about traffic congestion if there is a dropoff area in the neighborhood

In relation to that last question, are there any estimates for how much traffic a Kiss & Ride with generate on 87th - assuming the access is somewhere around 87th and 116th?

The Highlands is not served by transit. There's a bus that only goes to LWHS through an agreement between the school district and Metro. When I use the KC Metro Trip Planner it tells me to walk over to 124th NE and NE 100th to catch the bus there. When we bought our house I thought we had nearby transit because of the sign for the high school bus stop.

I know the city will be short on funds due to impacts of Covid 19, but at some point I hope a shuttle can loop through the Highlands and utilize the new BRT to provide regional access to our neighborhood.

Regards,

Debbie Ohman

From: Joan Lindell Olsen <joanlouise@outlook.com>
Sent: Saturday, May 23, 2020 5:14 PM
To: Allison Zike
Subject: Comments in opposition to the 85th Street Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Station Area Plan

City of Kirkland,

I am strongly in opposition to the 85th Street Area Plan, for the following reasons:

1. We are in the middle of a pandemic and there is a budget shortfall.
2. The population in Kirkland is not going to be benefited by this kind of rapid transit
3. It is going to create noise pollution that is harmful to the health of Kirkland residents.
4. It will bring in crime and other undesirable impacts to the Kirkland community which benefits from a small town atmosphere and a high quality of living.
5. If you look at the below graphic, any opportunity for inclusivity in the subject area is either moderate or low in approximately 50% of the area where the study was done. This makes no sense.
6. More workers will be working from home, so the plan should be re-evaluated in light of the cultural change in working. Many people will no longer need to take rapid transit to work.
7. Even if the above weren't true, is too far away from downtown Kirkland to be useful. It is just going to turn the Highlands area into a place where there is more crime and will drive down my property value and those of our neighbors. Who is actually going to ride the bus into Kirkland? Last I checked we were in the middle of a pandemic and all those businesses were shut down.
8. Use the funding to help those who don't have jobs, healthcare housing or food. There are basic necessities that need to be covered here. I know this is someone's project, but give it up. This is a bad idea.

I live within the area studied and frankly I think it is a ridiculous waste of taxpayer money to put in a loud bus area near downtown Kirkland. Many of the Google employees can now work from home. Many employees can work from home. Leave Kirkland alone and keep the noise pollution of that kind of development away from our beautiful city. It is an expensive mistake to have gotten this far – please do not waste additional taxpayer money in continuing down this road, no pun intended.

Please let me know that you have received my comments.

Thanks,
Joan

**Inclusive Station Areas—
Access to Opportunity for ALL**



Education



Economic health



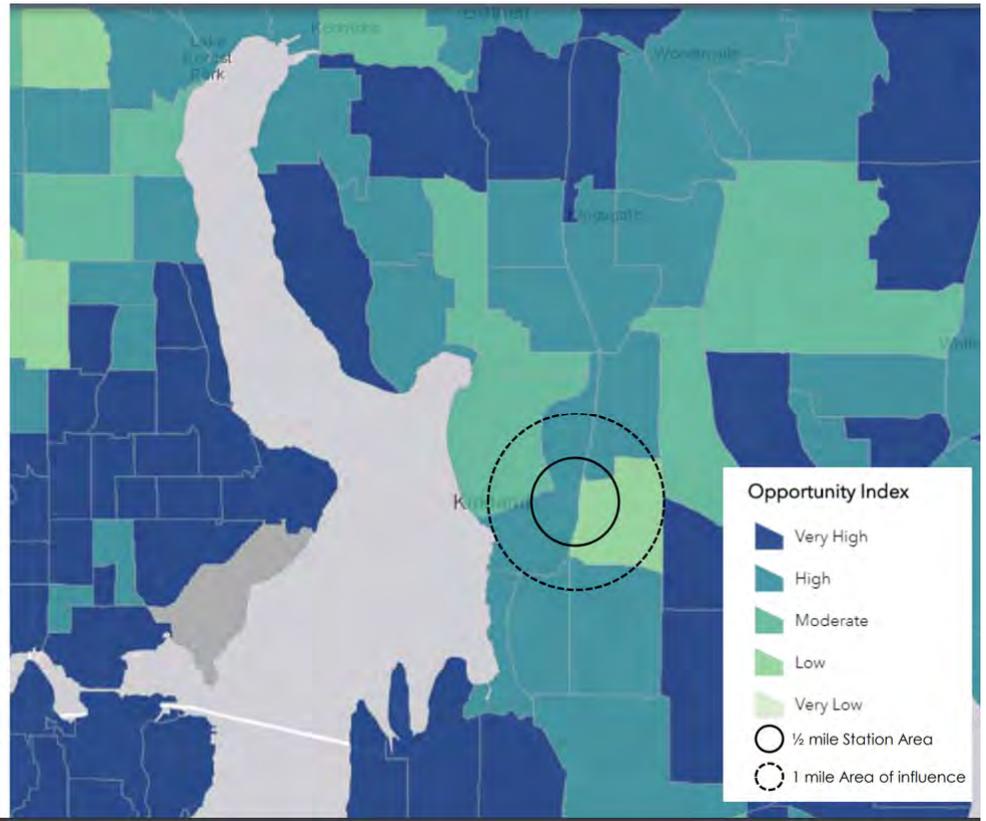
Housing and neighborhood quality



Mobility and transportation



Health and environment



Sent from [Mail](#) for Windows 10

From: Mark Plesko <plesko@outlook.com>
Sent: Tuesday, June 16, 2020 3:59 PM
To: Allison Zike
Subject: feedback - NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

I have two main areas of feedback.

1. Fewer cars

Prioritizing cars is not compatible with any of the 3 key goals for the project. Cars make 85th a miserable place to be. I live nearby, and I walk and bike for almost all trips. Yet despite its proximity, I avoid 85th as much as possible. Additional people walking, biking, or on transit make an area better. Additional cars make an area worse. Driving is unpleasant for drivers and everyone else. Parking takes up space, and concerns about parking end up blocking housing and amenities.

The (past and current) huge prioritization of cars makes 85th a huge challenge. Connecting Redmond cars to 405 should not be a project goal. Any plan that isn't aimed at reducing car traffic isn't taking the area goals seriously. Reduce 85th to one car lane in each direction.

We are so far off from creating an inviting area. From the web site: "Every intersection on NE 85th St within the study area has a signalized crossing and allows left turns, which helps reduce speeds and improve safety." Speeds are nowhere near slow enough (signals exist to increase speeds, left turn lanes exist to speed up the straight lanes), and safety is a disaster on 85th. Let's not pretend that the current state is reasonable.

2. Think bigger

85th is a huge area that is ripe for redevelopment. It should be huge – think on the order of a downtown. The vision should be a continuous interesting area connecting downtown Kirkland to downtown Redmond, not isolated pockets. Make it impossible for the 250 to not be an every 5 or 3 minute bus.

Don't stop at the property along 85th. Allow substantial development more than one property deep (go to at least 80th on the south, maybe 100th on the north), and don't end it with a single-family zoning wall. Allow businesses to continue. Allow multi-plexes, apartment buildings, etc., everywhere nearby.

Eventually have this connect to Totem Lake and Bridle Trails State Park. Totem Lake is isolated and will continue to be car-dominated as long as it's surrounded by car-dominated zoning. Similarly the Bridle Trails shopping area should be connected to this area and more people should be able to live near Bridle Trails park.

Mark Plesko

From: sarahlei@comcast.net
Sent: Tuesday, June 16, 2020 9:12 PM
To: Allison Zike
Subject: NE 85th St. Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Allison,

Apologies for the late feedback. I'm a resident of Kirkland since 2001. I attended the workshop on June 4th. I provided my feedback in the small group, but I don't know how much was preserved and passed along. So, my additional thoughts are below.

This is a great opportunity for a transformation for an important hub for Kirkland. I have two major themes: climate change reversal and equity. With climate, I don't want to let this opportunity pass by to require the developers within this area to provide mitigation for the additional people and traffic coming through Kirkland, to mitigate the GHG emissions that come with growth. Let's require new buildings to be not only up to code, but to exceed current standards. What about a development with all Net Zero buildings?! We let all of Kirkland Urban and the Totem Lake Village go by without taking advantage of things such as solar panels on top of every building, or heat exchange between outgoing sewer and heat/hot water needs, just to name a few ideas. I'm not a builder or a planner, but I would love to see Kirkland have a demonstration community that models the way cities need to be developed. I would also love to see the development be 100 % electric, with no pipeline gas hook-ups. (Pipeline gas is a very dirty energy supply due to leaks throughout its collection and distribution, and methane being a powerful GHG.) Let's address the biggest threat to every city's future starting with this area!

Related to that, I do support increasing density at transportation hubs rather than sprawl. I would much rather have smaller apartments and condos put in with some additional height than huge homes built from an environmental point of view. I do hope that the development has some character. The pictures that were shown at the workshop of proposed buildings looked like every generic box that is going in from Bellevue to West Seattle. I hope that some Kirkland theme such as water, or parks, can be used rather than cement and brown metal boxes. I support paths for walkers and bikers and fewer parking spaces, so that shuttles can come in from other areas.

Regarding equity, I think we are all aware of the huge discrepancies between the Kirkland that is being built for the new, wealthy occupants and the marginalized populations in our area. I would like to see the development of this area provide spaces, services, and housing for all populations. Although you may not have funding for low-to med-income housing, you can provide community spaces that are open to all. In that vein, what if there were a gorgeous gathering space that was on the roof of the development with a view for everyone to enjoy! Kirkland is known for its views, but most of the buildings (homes) that provide these views are owned by extremely wealthy people. I love that Kirkland has kept much of its lake shoreline accessible to all via public parks – that's wonderful! What if a public space also had a community space on top of the commercial, retail, and housing that had a gorgeous view, benches where people could sit, tables to sit and eat the food that people purchased OR brought for themselves! It could be a destination with an amazing view for all!

Also having to do with equity, in my group there was a suggestion of having the development area be very different on the East of 405 and the West of 405 sides. That East of 405 would have the density and height and that the West of 405 side would have a low profile, single family home development. That has some merit in that the large commercial such as Costco is to the East, but it troubles me in that the more obtrusive development would be relegated to the areas that are already less desirable, while the more affluent areas would get the more desirable development. When we are

currently seeing the widespread protests due to unequal systems and huge differences between the wealthy and the marginalized, I don't want to see this perpetuated in the new development. I know that some is dictated by land prices, but let's make sure that we're not adding to the inequality. Have the density and greenspace distributed across the whole area, not just the wealthy neighborhoods.

Thank you for providing a great opportunity for feedback. I appreciate it!

Sincerely,

Sarah L Richards

From: Jeff Roberts <robertsjeffrey@google.com>
Sent: Monday, June 1, 2020 2:42 PM
To: Allison Zike
Subject: Re: City of Kirkland NE 85th St. Station Area Plan: Public Comment Period

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Allison, Thanks for reaching out. It would be awesome if the City could invest in a people moving system that can get people from 405 to downtown. Do something special that is not the standard ped path bike path type connector.

Jeff Roberts | Director - Project Management
CBRE | Global Workplace Solutions @ Google
747 6th Street South, Kirkland WA 98033
C [+1 425 503 0148](tel:+14255030148)
robertsjeffrey@google.com

On Fri, May 29, 2020 at 3:16 PM Allison Zike <AZike@kirklandwa.gov> wrote:

Hello Mr. Roberts,

The project team for the NE 85th St. Station Area Plan is reaching out to you as an important stakeholder in the planning process. What do you envision in the future for the neighborhood around your business or organization? The City of Kirkland wants your input to develop a Station Area Plan within about a half mile radius a new bus rapid transit station at NE 85th Street and I-405. The Station Area Plan will look at the land use, transportation connections, and design to make the most of this regional investment and to maximize positive outcomes for nearby businesses.

The City of Kirkland is asking for comments on concepts that will go into the Station Area Plan.

- What can we include in the Plan to make it work better for you?
- What are your concerns about the plan?

Here are some easy ways you can participate:

1. **Join us for a live online community meeting on June 4th at 6 p.m.**
2. **Send comments to azike@kirklandwa.gov by Tuesday, June 16, 2020.**
3. **Share this message with your employees and encourage them to participate:**

Station Area Plan: Comment by June 16

By 2024, Sound Transit is bringing a new Bus Rapid Transit station at 85th and I-405. The City of Kirkland is developing a Station Area Plan to look at how development, open space, and mobility connections near the station can create the most value for people who work in Kirkland. What can we include in the plan to make it

work better for you? What are your concerns? **Share your thoughts by June 16, 2020 at kirklandwa.gov/stationareaplan.**

To participate in the Plan, learn more, or signup for email updates, visit the project website at kirklandwa.gov/stationareaplan.

Thank you,

Allison Zike, AICP | Senior Planner

City of Kirkland | Planning & Building Department

azike@kirklandwa.gov | [425.587.3259](tel:425.587.3259)

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From: Daphna Robon <daphnarobon@yahoo.com>
Sent: Tuesday, June 2, 2020 8:00 AM
To: Allison Zike
Cc: Michael Robon
Subject: NE 85th Street Station

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Allison,

I live at the corner of 112th and NE 88th St. close to where the transit station will be located. I watched the video simulation, but did not see where the parking will be. I am concerned that riders will drive to take the bus and will park along the residential streets.

I didn't see anything on the website which addressed rider parking. Would you please let me know what the parking plan is?

Thanks very much,

Daphna Robon
(425) 894-9861

From: Matthew Sachs <matthew@sachsfam.org>
Sent: Monday, May 25, 2020 4:49 PM
To: Allison Zike
Subject: 85th St Station Area Plan comments

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Station Area Plan

Hi, I got the postcard sent to station area residents and reviewed the Opportunities & Challenges document. Here are my[1] thoughts:

- East/West pedestrian connectivity is indeed a challenge. I recently took a job at Microsoft and I'd love to be able to bike there.
 - As the report identifies, the grade of 87th St is a challenge. I walk/bike it regularly, but my family isn't willing to due to the grade. This is also a challenge for access to Peter Kirk Elementary. I'm guessing there's not too much that can be done about that, though.
 - https://en.wikipedia.org/wiki/Angels_Flight ? :)
 - Bike and pedestrian access from the Highlands to the station is also critical. I've seen some diagrams that include a pedestrian connection from 90th & 116th, or 87th & 116th, to the station. I'm strongly in favor of such a connection. Please also include pedestrian connectivity between the station and Lake Washington High School. With both of those connections, there would be a great active transit route from the Highlands to the High School.
 - This is also an opportunity to provide transit access to the Highlands, which is currently a transit desert. Outside of one extremely limited Metro bus route that's essentially a school bus for Lake Washington High School, there is no transit access within walking distance of the Highlands.
 - It'd be great to see protected bike lanes on 85th St. For such a busy roadway, it would need to be a true protected lane -- <https://peopleforbikes.org/placesforbikes/the-placesforbikes-style-guide/#pbldefinition> -- with a physical barrier (not just a strip of paint!) separating it from car traffic.
- Zoning
 - "The station area, with its robust transit connections and potential for a mix of development, may present an opportunity to be more aggressive than citywide mode split targets. It has the opportunity to use a district approach including the Planned Action EIS and Form Based Code as tools to incentive sustainable development." <--Yes, please do this! 45% low-density residential is too high within a half mile of a major transit hub.
 - This is a unique opportunity to address housing equity and give more people access to all Kirkland has to offer. When I worked at Google, younger/early-career engineers there who were considered Kirkland to be out of reach. And, of course, if it's a problem for *them* what about everyone else?
- Have you connected with Janice Coogan to get input from the Highlands Neighborhood Plan revisions? That's a recent project that involved lots of public comment from residents about what they want for the neighborhood.

[1] I'm a homeowner and resident in the Highlands neighborhood. I live inside the station area, at 90th St & 116th Ave NE, with my spouse and two young children.

From: Laila Saliba <lailatsaliba@gmail.com>
Sent: Sunday, May 24, 2020 11:02 AM
To: Allison Zike
Subject: Comment re: 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Station Area Plan

I received a postcard regarding the 85th Street Station Area Plan. I realize this is focused on environmental review so I am not sure how many of these apply to that but here are my hopes in regards to the station.

(1) I'd like to see some consideration to connect, via sidewalks and well-maintained/beautified trails between the 85th Street station and the bridge that goes over I-405 to Rose Hill. To potentially connect/promote public transportation use to a larger community and connect to Lake Washington High School.

(2) I'd like to ask that traffic flow be considered and berth for busses to not impede the flow of traffic on 85th Street.

(3) Also at the same time, if we are expecting pedestrians to feel comfortable on 85th, enforcing the speed limit would be helpful along with brighter crosswalk markings and signage to encourage safer driving that or a pedestrian bridge. Right now 85th street is very intimidating. And a number of car accidents have occurred there.

Thanks for your consideration.
Laila Saliba
425-242-1211

From: Adam Skagen <adam.skagen@gmail.com>
Sent: Thursday, June 11, 2020 7:22 AM
To: Allison Zike
Subject: NE 85th St Station

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Allison-

My name is Adam Skagen and my family has been enjoying living on Ne 91st st for over 5 years now. We now have four little kids at home, we really love the area and plan to raise our family here for years to come.

Our concerns are related to the increased noise that would be produced both during construction and upon completion of the project. We already experience heavy road noise and are concerned about the new project, especially if no noise mitigation is implemented. Furthermore, we look at areas like west Bellevue, Clyde Hill, the Points communities, and Medina as examples of what can be done to mitigate noise and we hope similar steps are done to both maintain and increase the standard of living for those of us living in the Kirkland Highlands and the other communities that WOULD BE negatively impacted by the increased noise.

Thank you for the consideration and for helping our voice be heard!:)

Adam Skagen

Sent from my phone

From: Don Volta <voltadh@gmail.com>
Sent: Tuesday, June 16, 2020 1:00 PM
To: Allison Zike
Subject: Kirkland NE 85th Street Station feedback

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks to our Norkirk community leadership for a reminder to provide feedback about the NE 85th Street Station Area Plan. Here is some feedback:

As road bike riders, we regularly ride north – south thru Kirkland and east over Rose Hill and back. The major north south route for road bike riders is not the CKC because it is not paved. Gravel routes, even good ones like the CKC, are uncomfortable on a road bike and the gravel dust is very hard on expensive drive trains. Instead, we and nearly all road bike riders use Lake Washington Blvd. for north – south travel, not the CKC. Even if the CKC is eventually paved, access to it and then to the routes over Rose Hill are difficult and not well planned for in the current NE 85th Street Station Area Plan.

North – south riders need a route to the east over Rose Hill and to Redmond once they reach Kirkland from either Seattle or Bothell. The three current routes across 405 are the pedestrian overpasses at 100th, 80th and 60th. Of concern here are the plans for the NE 80th pedestrian overpass and its access from and to Kirkland.

The common route to cross Rose Hill for bikes from LWB is up Kirkland Way to either Ohde Ave to 116th Ave NE or the bike trail from the Kirkland Way Park and Ride to 116th Ave NE to access the 80th street overpass. The bike trail is preferred by less capable riders since the climb is not as difficult. The plan shows Kirkland Ave as the route to access the 80st overpass. This is not a viable route due to the over 8% grade. We recommend that the plan include specific provisions to retain and improve the bike trail from the Kirkland Way Park and Ride to access the 80th Street overpass.

It is not clear from the plans how usable the 85th Street multi use path will be for bike riders nor is it clear how it will be accessed. If it is wide enough for bikes and pedestrians it will still need better access than what is shown. Riding up (east) on NE 87th as shown is very difficult for recreation riders and commuters. That is why Kirkland Way is so important to go east west and the plan must include interfacing this bike route with the development of the multi-use path if it is intended to be used by bike riders.

Please contact us if you need more information.

Don and Jane Volta

225 8th Avenue

425-828-0138

From: Edward Wang <wangedwa@gmail.com>
Sent: Wednesday, June 10, 2020 3:37 PM
To: Allison Zike
Subject: NE 85th St Station Area Plan Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,

Thank you for all of your work on this plan! This is very exciting to see.

I want to call out the importance of Kirkland Way as a cycling route between Downtown Kirkland and the future NE 85th station & area. As a daily bike commuter between Downtown and Rose Hill, this is my preferred route as it has the most gradual, consistent grade of any available street. I noticed two omissions in the Opportunities & Analysis report:

- Kirkland Way between 6th St and the CKC is not marked as having a proposed bicycle lane on the "Pedestrian & bike connections" page, even though it is marked as such in the 2015 TMP.
- It is not noted in the "Creating connections to Downtown Kirkland" page, despite having a more accessible grade than any of the shown options.

As such, I hope this street can be considered as a more primary bicycle connection to the new station area.

Thanks,
Ed Wang

From: Jackson Weaver <jackson@intownmedia.com>
Sent: Monday, June 8, 2020 1:18 PM
To: Allison Zike
Subject: 85th Planning

Follow Up Flag: Follow up
Flag Status: Flagged

Love the website and have only one suggestion.

Is there a way to safely move pedestrians across I-405 (east - west)? That would be a nice enhancement but maybe impractical.

Thanks...



Jackson Dell Weaver
Managing Partner

InTown Media, LLC

14 6th Street
Kirkland, WA 98033
206-718-2104

jackson@intownmedia.com

www.InTownMedia.com

www.InTownPodNet.com

[Cue Burn - the Blog](#)

From: Karen Story <karen@nwnative.us>
Sent: Tuesday, May 26, 2020 8:49 AM
To: Allison Zike
Subject: 85th St transit hub

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Station Area Plan

Hi Allison,

I live near the proposed 85th St transit hub, and I received the information card in the mail. Can you tell me if that card went only to residences within the station plan area?

I looked at the website, and it wasn't clear to me what kind of feedback the city is looking for at this point.

I am super excited about this project, and the main things I want to see are:

- easy pedestrian access from the Highlands
- kiss and ride facility

Thanks!

Karen

From: Karen Story <karen@nwnative.us>
Sent: Thursday, June 11, 2020 7:22 AM
To: Allison Zike
Subject: Station area plan input

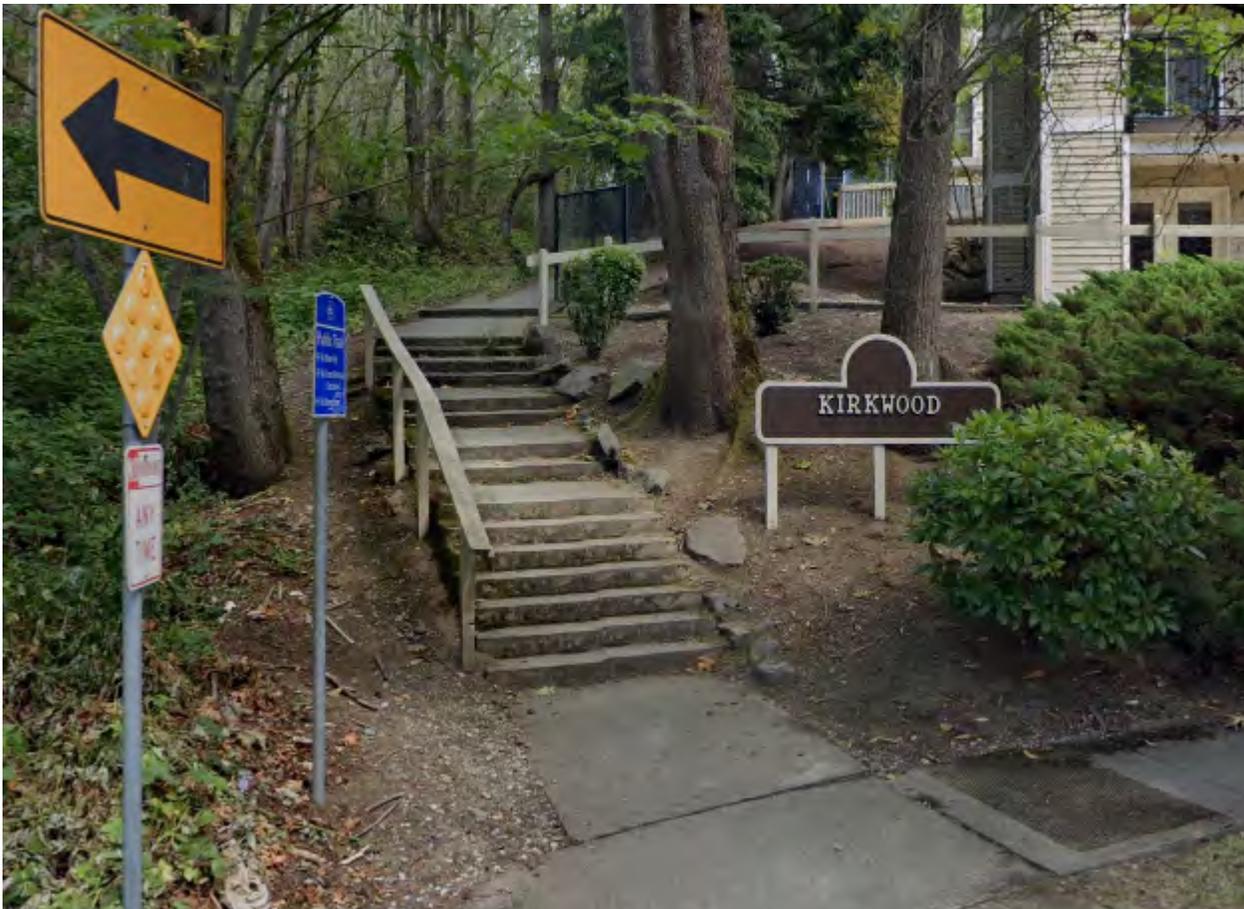
Follow Up Flag: Follow up
Flag Status: Flagged

Hi Allison,

The Storymap and survey are excellent! I've sent the input info out to my neighborhood. Let KAN know if survey input doesn't bump up so we can make sure this is getting out to all neighborhoods.

Here's a suggestion for bicycle infrastructure in the station area:

Install a bike runnel on this short flight of stairs west of the CKC on the south side of NE 85th St. This is a connector for the CKC/downtown/BRT station. This path has the potential to be upgraded with other safety and aesthetic improvements as well.



From: Karen Story <karen@nwnative.us>
Sent: Tuesday, May 26, 2020 8:36 PM
To: Allison Zike
Subject: Upzoning in SAP?

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Station Area Plan

Hi Allison,

How will upzoning in the 85th SAP be addressed? I support upzoning, but as a property owner in the area, I would be concerned about my property taxes increasing. I would want to see a clause that says taxes would not increase due to upzoning unless the property were redeveloped.

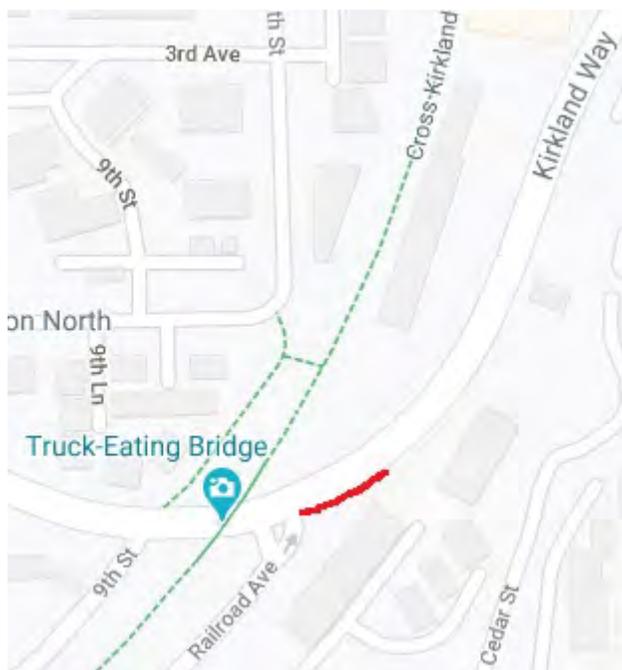
From: Karen Story <karen@nwnative.us>
Sent: Sunday, June 14, 2020 4:25 PM
To: Allison Zike
Subject: Station area plan input

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Allison,

This has already been entered into Suggest a Project, but was not selected for the Neighborhood Safety Program this year. It's also on the Safe Routes to School wish list. It would be a great pedestrian enhancement for the station area plan.

- Infill sidewalk on the east side of Kirkland Way, just north of Railroad Avenue



Scoping Themes and Supplemental Environmental Impact Statement (SEIS)

Scoping Topics Table

The scoping summary recaps early public agency comments and themes. The table below provides a summary of how the topics are addressed, either through the development of the alternatives or the SEIS environmental topics and mitigation measures.

Scoping Topics and How Addressed in Draft SEIS Alternatives or Evaluation

Topic	How Addressed
Quality of Life and Sustainability	<ul style="list-style-type: none"> ▪ Alternatives propose employment uses such as office closer to I-405 and residential uses further from I-405. Alternatives propose green streets with landscaping. This helps with noise and air quality concerns. See SEIS Chapter 2. See also the SEPA Checklist in Appendix A regarding WSDOT and Sound Transit conducting their own environmental review of the Station. ▪ Alternatives and mitigation measures address energy conservation. See SEIS Chapter 2 and Section 3.1 Air Quality/Greenhouse Gas (GHG). ▪ Alternatives promote mixed uses in proximity to the planned BRT station to help promote alternative modes of travel. See Chapter 2 and Section 3.6 Transportation.
COVID-19 Pandemic	<ul style="list-style-type: none"> ▪ The proposals for a Station Area Plan consider a long-term 20-Year horizon. ▪ Having residences, jobs, shops, and recreation opportunities in proximity is a resilient land use pattern that could well serve the community now and in the future. Each alternative considers the effect of growth and mix of uses. See Chapter 2.
Equity	<ul style="list-style-type: none"> ▪ The engagement process has sought input of a diverse community in terms of race, income, and ability. See a summary of engagement in Chapter 2. ▪ The SEIS considers Opportunities to support equitable planning and potential for Displacement. See Section 3.3 Land Use Patterns and Socioeconomics. ▪ Alternatives and mitigation measures address affordable housing. See Chapter 2 and Section 3.3 Land Use Patterns and Socioeconomics.
City Character	<ul style="list-style-type: none"> ▪ See Chapter 3, Section 3.3 Land Use Patterns and Socioeconomics and Section 3.5 Aesthetics.

Topic	How Addressed
Housing Affordability	<ul style="list-style-type: none"> ▪ See Chapter 2 and Section 3.3 Land Use Patterns and Socioeconomics including potential mitigation measures for policies, incentives, and requirements that could be paired with alternatives.
Public Spaces/ Green Spaces	<ul style="list-style-type: none"> ▪ See Chapter 2 regarding alternatives and green streets and Chapter 3, Section 3.7 Public Services including options for parks and open space in the neighborhood and site level.
Land Uses, Zones and Building Heights	<ul style="list-style-type: none"> ▪ See Chapter 2, Proposal and Alternatives. Alternatives promote additional office near I-405. Mixed use retail is proposed adjacent to planned office areas. The Light Industrial area near NorKirk is promoted. Alternatives promote a greater number of housing units and business. ▪ A range of building heights is studied as well as potential design standards as mitigation measures. See Section 3.5 Aesthetics.
Natural Environment	<ul style="list-style-type: none"> ▪ For a discussion of tree canopy, habitat and water quality, See Section 3.2, Surface Water and Stormwater. ▪ For water-related mitigation measures, see Appendix B.
Public Safety	<ul style="list-style-type: none"> ▪ Fire Protection/Emergency Medical Services and Police are addressed in Section 3.7 Public Services.
Schools and Libraries	<ul style="list-style-type: none"> ▪ The Alternatives include a Form-Based Code, which will address building design and allow a flexible range of uses including schools and libraries. ▪ Alternatives allow for an increase in height at the high school site. ▪ See Chapter 2, Proposal and Alternatives.
Surface Water and Stormwater	<ul style="list-style-type: none"> ▪ See Section 3.2, Surface Water and Stormwater regarding streams, wetlands, and stormwater. ▪ For water-related mitigation measures, see Appendix B.
Transportation: <ul style="list-style-type: none"> ▪ Cars, Trucks, Congestion ▪ Parking ▪ Pedestrian and Bike Infrastructure 	<ul style="list-style-type: none"> ▪ See proposed multimodal improvements, and parking ratios and management in Chapter 2, Proposal and Alternatives, ▪ See evaluation and mitigation measures in Section 3.6 Transportation.

Stormwater, Fish Passage, and Tribal Consultation

The Muckleshoot Indian Tribe provided comments that in summary indicate: Entire study area is within the Tribe’s Usual and Accustomed Fishing Areas. Consult with the Muckleshoot Tribe to address alternative approaches to stormwater management. Address fish access and habitat. Review piping of stream network in Moss Bay and Forbes Creek Basins. See comment letter for further detail.

Below is a summary of Kirkland's approach to protection of surface water and fish, as well its intents on consultation:

- The City is in progress of considering how best to make its land acknowledgement more complete, which can be addressed in the Station Area Plan draft.
- Kirkland has strong processes in place to ensure all proposed developments comply with the approved King County Surface Water Design Manual. Additionally, Kirkland already requires phosphorus treatment of stormwater for all projects that trigger water quality located upstream of Forbes Lake in the Forbes Creek watershed.
- All development citywide and under the potential Planned Action in the future in the Station District will be subject to review and compliance with all applicable laws and standards. This will include the assessment of fish passage barriers or other piped channels.
- Kirkland has assessed culverts in most watersheds in the city, including Moss Bay. These culvert replacements have been prioritized city-wide. More information can be found in this report: https://www.kirklandwa.gov/files/sharedassets/public/public-works/surface-water/appendix-e_culvert-assessment-memorandum.pdf. Kirkland has recently replaced two high priority culverts in the Juanita Creek Basin.
- The SEIS Action Alternatives include water related mitigation elements in Appendix B, to enhance conditions as the urban area changes and the Tribe along with agencies and the public could help Kirkland identify these or other elements that can become part of the Station Area Plan and Planned Action Ordinance.
- Kirkland is currently beginning the process of a city-wide watershed assessment and prioritization process. This process will lead the city and a stakeholder group to select a priority basin that will receive a Stormwater Management Action Plan. This comprehensive stormwater planning process will result in an actionable plan to address both the historic as well as future impacts of development on the quality of receiving waters. With limited resources, this process will help Kirkland be more strategic and concerted with stormwater and habitat improvement investments in the city.
- The City will consult and coordinate with the Tribe, and has invited its comments and will continue to do so. The City will correspond regarding the Tribe joining the citywide watershed assessment stakeholder group whose work will primarily be conducted in 2021.

B NE 85th Station Area Plan Water Options

Strategy ID	STORMWATER Strategy Name	Implementation Scale	Description	Implementation
SD1	120th Ave NE Green Street	Multi-Block	A complete street that enhances the aesthetics, mobility and water quality. It includes vegetated green stormwater infrastructure, traffic calming, bike/ped. Mobility, and place making design elements.	
SD2	Blue-Green Corridor on 120th Ave NE	Multi-Block	A vegetated stormwater infrastructure element in the median of the street which has flowing water on the surface. It provides stormwater conveyance, attenuation (detention), and water quality treatment to the public ROW. The design may incorporate grey infrastructure elements below grade. The corridor may also be integrated with bike/ped/transit infrastructure and community gathering spaces. It could be designed to serve the ROW within the block where its built or as a regional facility serving areas outside the block where its built.	This would need to be planned and designed by the City. Likely it would be built by the city block by block. This could be built as a catalyst for development or after a certain level of development has occurred or built concurrently with the private development. In some cases it may be feasible for the Blue Green Corridor to serve adjacent private development if the timing of construction were coordinated.
SD3	Mixed Use Complete Streets	Block	Minor improvements to existing streets to provide tree canopy, some green stormwater infrastructure, some bike/ped. Improvements, and some place making design elements.	These streets would be planned by the City but built by the developers according to design standards provided by the City.
SD4	Mixed-Use Green Streets	Block	A more thorough reconstruction of the street including mid block crossings that enhances the aesthetics, mobility and water quality. It includes generous vegetated green stormwater infrastructure, traffic calming, bike/ped. mobility, and place making design elements.	These streets would be planned by the City but built by the developers according to design standards provided by the City.
SD5	Require or encourage green roofs on certain building types	Mixed use Zones	Projects are required, encouraged, or incentivized to install green roofs on buildings meeting certain criteria.	Strategies SD5 and SD6 need to be coordinated because only one of these strategies should be applied on a particular roof.
SD6	Require or encourage rainwater capture and re-use systems on certain building types	Mixed use Zones	Projects are required, encouraged, or incentivized to install rainwater capture and re-use on buildings meeting certain criteria.	Strategies SD5 and SD6 need to be coordinated because only one of these strategies should be applied on a particular roof.
SD7	Stormwater design for resiliency	Sub-Area	Projects are required to account for increasing storm intensities in stormwater models to prepare the subarea for the effects of climate change.	The City will issue stormwater policy guidance that accounts for the effects of climate change based on the best available science.
SD8	Hybrid Stormwater/Rainwater re-use Vaults	Mixed use Zones		The City will issue stormwater modelling and design guidance that allows the use of vaults that provide both detention and rainwater capture and re-use functions. This could be through live and dead storage in the same vault or through multiple vaults. The design guidance also allows seasonal changes in operation to maximize effectiveness.
SD9	Water Quality Hot Spot Mitigation	Sub-Area	Projects are required to provide additional stormwater mitigation for rooftop terraces where high pet waste loading is expected and for dumpster areas. These requirements could include covering these areas and routing the drainage to sanitary sewer or providing specific BMP's.	The City will issue stormwater policy guidance that provides requirements for these water quality hot spots.

Strategy ID	WATER & WASTEWATER Strategy Name	Scale	Description	Implementation
WA1	Watersense plumbing fixtures & Irrigation systems	Building	EPA Watersense labeled fixtures are required for all new construction. (These are 1.28 gpf toilets, etc. as described here: https://www.epa.gov/watersense/watersense-products)	Required as part of the building/plumbing code.
WA2	Dual Plumbing / re-use & Rainwater Ready Buildings	Building	Buildings would be required to be plumbed with separate potable and non-potable piping. Toilets and irrigation water supply would be labeled per the plumbing code and run separately. This will allow the use of municipally provided reclaimed water when it becomes available, the use of on-site generated non-potable water, and/or captured rainwater.	Required as part of the building/plumbing code. The dual plumbing would be run to a common point of connection if reclaimed water is not available. Owners agree to connect to district provided or municipally provided reclaimed water once its available.
WA3	Building Scale Rainwater harvesting or re-use	Building	Buildings are required to install a rainwater collection and re-use system for non-potable uses.	Required as part of the building/plumbing code and the stormwater code.
WA4	District Scale Purple Pipe	Mixed Use Zones	The city installs or requires that developers install purple pipe mains in the street for future use to distribute reclaimed water from a district system or municipally provided reclaimed water from Brightwater.	The city plans the future purple pipe network, develops design standards, and then build the system incrementally when it rebuilds streets or requires develops to install the pipes as part of required frontage improvements.
WA5	District non-potable Water Reuse	Multi-Block	The City identifies redevelopment opportunity sites that are of sufficient scale to more economically install a large building or district scale on-site non-potable re-use systems.	Model the program and requirements after SF: https://sfwater.org/index.aspx?page=686 and use the Blue Ribbon Commission requirements: http://uswateralliance.org/initiatives/commission

Strategy ID	SUSTAINABILITY & ECOLOGY Strategy Name	Scale	Description	Implementation
SU1	Green Building Certifications for new Construction (Full LBC, LBC Core, LEED-P)	Building	Buildings must be certified under a third party green building rating system. There could be a minimum standard and then also FAR or density incentives for higher performance.	Could be modelled after Seattle's Living Building & 2030 Challenge Pilots http://www.seattle.gov/sdci/permits/green-building/living-building-and-2030-challenge-pilots The City could create "slots" or packages of incentives and projects could apply or an auction based system could be used.
SU2	Rooftop food production	Building	Buildings would provide gardening space on rooftops for tenants to grow food.	Could be required for multi-family or subsidized for affordable housing projects.
SU3	Pollinator Pathways & Urban Habitat	Sub Area	The planning documents would provide landscaping standards for development in identified habitat corridors or sub-area wide. These would be coordinated with the green street network.	The City develops landscaping standards that are integrated with the green street standards.
SU4	On-site Tree Canopy enhancement - moderate	Sub Area	Tree retention, replacement, and new tree planting requirements are developed for the subarea that support the City's tree canopy goals.	Tree retention, replacement, and new tree planting requirements are developed for the subarea that support the City's tree canopy goals.
SU5	Wetlands Restoration around Forbes Lake	Forbes Lake Park	The City could acquire new land to expand Forbes lake park and restore and enhance the wetlands and buffers around Forbes lake. The restoration and expanded park will include nature trails and boardwalks.	This could be mitigation for the construction of a new parking structure, advance mitigation for other projects, or done as voluntary restoration.
SU6	Daylight selected piped streams and make other habitat improvements	Sub-Area	Daylight selected piped streams and make other habitat improvements .	This may be an outcome of the fish habitat assessment performed in Moss Bay or part of the City's habitat enhancement program in the Forbes Creek Watershed.